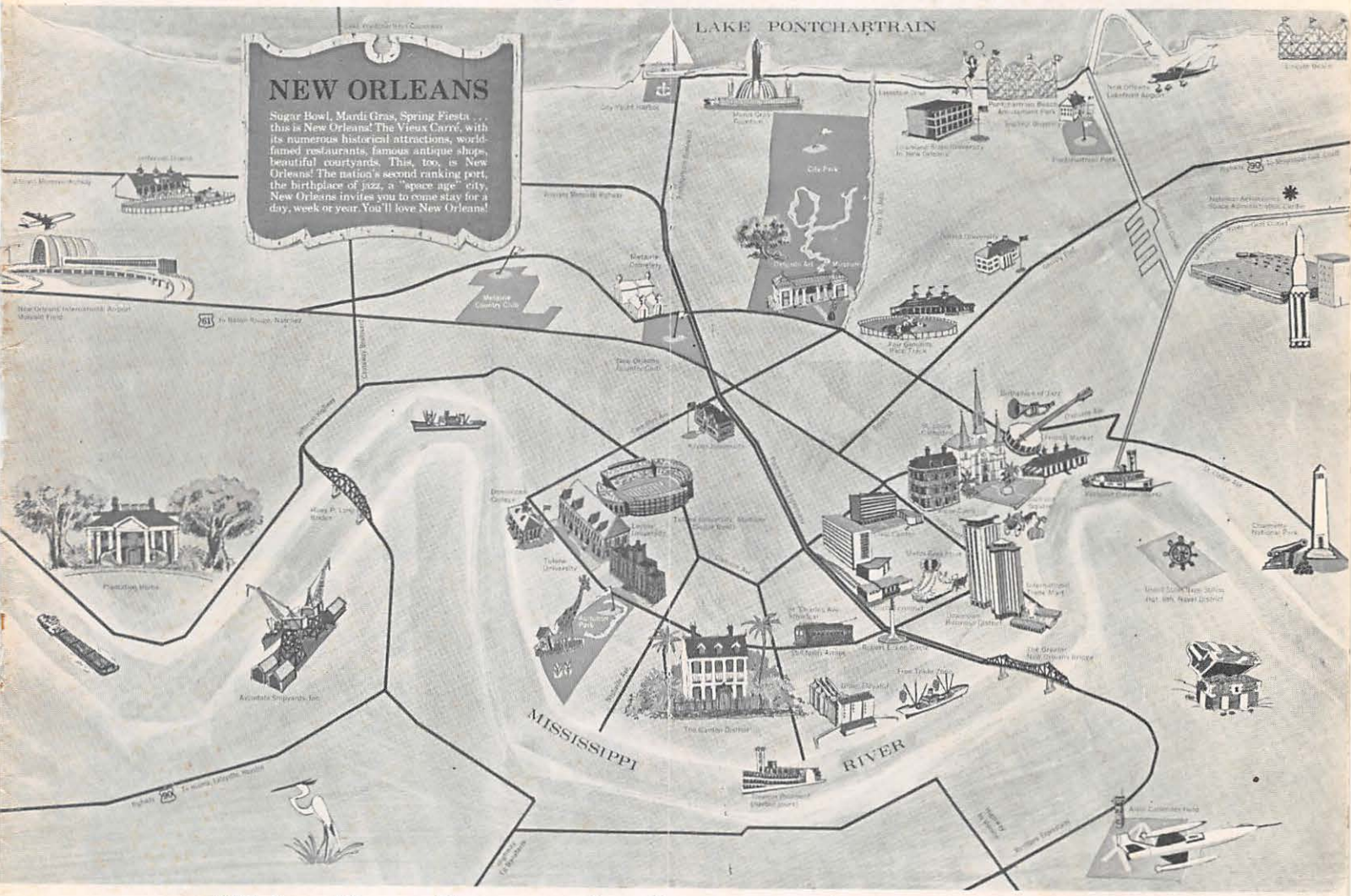
MAY, 1973

The Signalman's JOURNAL

New Orleans To Host Brotherhood's 39th Regular Convention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President C. J. Chamberlain's Message

Signalmen's National Wage Agreement

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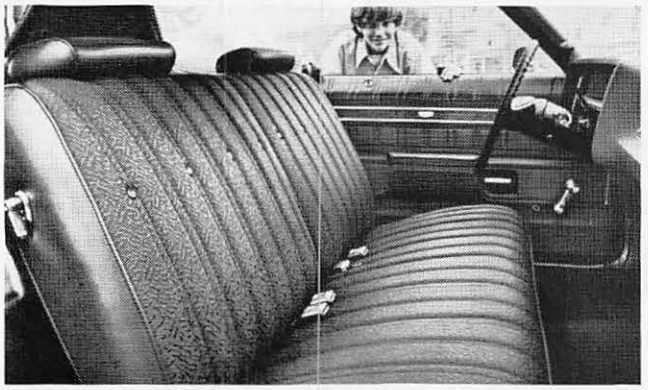

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OFFICIAL PUBLICATION BROTHERHOOD OF RAILROAD SIGNALMEN

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POSTMASTER'S NOTE: Please report all undeliverable magazines to The Signalman's Journal, 2247 Lawrence Ave., Chicago, Ill. 60625 on Form 3579. ADDRESS CHANGE: B. of R.S. members or other subscribers should promptly advise the editorial office, 2247 Lawrence Ave., Chicago, Ill. 60625 if this magazine is coming incorrectly addressed or if they change their address. A Change of Address Form is printed in each issue for that purpose.

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A Message From President C.J. Chamberlain

AFTER MORE THAN TWO months of continuing negotiations, the Joint Committee representing the National Railway Labor Organizations and the National Railway Labor Conference Committee, a tentative agreement was reached on March 8, 1973 settling pension, wage, and health and welfare matters through December 31, 1974.

The total package will raise the wages and benefits of all railroad workers by about 10.7 percent over an 18 month period.

The agreement covers virtually all Class I Railroads in the United States, except for certain of the railroads that are now in reorganization under bankruptcy proceedings.

All railroad employes, including those on the bankrupt carriers, will be covered by the proposed amendments to the Railroad Retirement Act, which is a most important part of the tentative agreement.

An announcement in connection with this agreement was carried in the April issue of the Signalman's Journal and a full text of the agreement will be found in this Journal.

We also announced that the General Chairmen of the Brotherhood of Railroad Signalmen met on Saturday, March 24, 1973 at Des Plaines, Illinois to discuss the ratification of the tentative agreement and after a thorough explanation of the agreement by the undersigned voted 58 to 2 for approval.

In our judgment, the major issue involved in the negotiations was the status of the railroad retirement system. The agreement provides that on October 1, 1973 the railroads will pick up all current costs of the railroad retirement system in excess of the amount paid by workers in the industries under the social security system. This will add $42.75 per month to the paycheck of the vast majority of our members who now contribute the maximum amount to the system. This amount will rise to $47.50 on January 1, 1974, when contributions to the railroad retirement system are scheduled to go up.

As part of the new settlement, the railroads also agreed to extend the temporary increases of 10, 15 and 20 percent in benefits that are now set to expire at midnight June 30

through December 31, 1974. The agreement contemplates that such increases will be made permanent as of January 1, 1975.

In addition, it was agreed that, effective July 1, 1974 all employes covered by the railroad retirement system would be able to retire voluntarily at age 60 after 30 years of service without any actuarial reduction of their annuities. This provision presently applies only to women employed by the railroads.

The agreement also provided for a 4 percent wage increase effective January 1, 1974.

YOUR MONEY'S WORTH
by Sidney Margolius
MEDICAL EXPENDITURES
OF OLDER PEOPLE NOW ARE ALMOST AS HIGH AS BEFORE MEDICARE! ONE REASON IS THE FREQUENT LARGE DIFFERENCE BETWEEN WHAT DOCTORS CHARGE AND WHAT MEDICARE SAYS IS THE PREVAILING REASONABLE RATE. IF YOU OR A RELATIVE ARE COVERED BY MEDICARE, ASK THE DOCTOR IF HE WILL ACCEPT AN ASSIGNMENT OF THE CLAIM INSTEAD OF BILLING YOU SO THAT YOU MUST THEN COLLECT FROM MEDICARE.
IF THE DOCTOR ACCEPTS AN ASSIGNMENT, THEN HE ABSORBS ANY DISPARITY BETWEEN HIS CHARGE AND THE MEDICARE REIMBURSEMENT.
GIVE YOUR DOLLAR MORE POWER
WHEN YOU SHOP FOR WOMEN'S AND CHILDREN'S APPAREL INSIST ON THE LABEL AT THE RIGHT. AT THE LEFT IS THE LABEL OF THE INTERNATIONAL BROTHERHOOD OF PULP, SULPHITE AND PAPER MILL WORKERS OF UNITED STATES AND CANADA.

The agreement also would create a Joint Standing Committee, consisting of members representing the unions and the carriers, to further consider all matters relating to restructuring of the railroad retirement system.

The Standing Committee would report to Congress by July 1, 1974. If it cannot agree on a joint report and recommendations, the unions and the railroads would submit separate reports to Congress by the same date.

The agreement also calls for the railroads to cover the cost of administering a national dues check-off system for all unions which are parties to the pact.

The agreement also provides that the present National Hospital, Medical and Surgical and Group Life Insurance Agreement, fully paid for by the railroads, will be extended from its present expiration date of February 28, 1974, to December 31, 1974. The railroads agreed to pick up any necessary increase in premium cost for existing benefits during the 10-month extension, and the maximum individual lifetime major medical benefit would be increased from $50,000 to $250,000 effective July 1, 1973.

Our Joint Labor Negotiating Committee along with the representatives of the Carriers Conference Committee have agreed upon the necessary legislation to be introduced in Congress which will upon enactment implement the terms of the agreement reached. We are hopeful that passage of the legislation will be expedited by Congress and enactment will be a reality ahead of the deadline date of July 1, 1973.

We are confident that continuing negotiations during the next 12 months between labor and management will bring about further necessary changes in the Railroad Retirement Act to insure solvency of the system.

It is the united objective of the railroad-labor negotiating team to accomplish this goal and with the spirit of cooperation that has been displayed by both management and railroad labor during the past few months we have every reason to believe that our objective will be achieved.

Details of Retirement-Wage Pact

The memorandum of agreement between the railroad industry and the BRS plus 14 other operating and non-operating rail unions provides for retirement and wage improvements. In addition there is a gain in major medical payments.

The total package would raise wages and benefits of BRS members 10.7%. Here, briefly, are the provisions:

RETIREMENT TAX

Effective Oct. 1, 1973, the carriers will pay the Railroad Retirement employee tax above the present maximum Social Security employee tax.

Present Railroad Retirement employee tax	$ 95.40
Present Social Security employee maximum tax	52.65
Monthly saving to each railroad employee	$ 42.75

Effective Jan. 1, 1974, and thereafter, carrier will pay the increase in Railroad Retirement employee tax above the maximum Social Security employee tax.

January 1, 1974, Railroad Retirement employee tax	$106.00
January 1, 1974, maximum Social Security employee tax	58.50
Monthly saving to each railroad employee	$ 47.50

MEDICAL

There shall be an extension in the term of the National Hospital, Medical, Surgical and Group Life Insurance Agreement from its current expiration date of Feb. 28, 1974, to Dec. 31, 1974, and increases maximum lifetime major medical benefits from $50,000 to $250,000 effective on July 1, 1973. Carriers will pick up any necessary increase in premium cost for benefits during the 10 months' extension of the medical agreement.

EARLY RETIREMENT

Railroad Retirement Act to be amended to provide that commencing July 1, 1974, employees with 30 years of service and attained age of 60 may retire without reduction in their annuities.

WAGES

On Jan. 1, 1974, a general wage increase of 4% shall go into effect. This increase will be applied in the same manner as the increases in the current agreement.

LEGISLATIVE

Carrier and railway union representatives have agreed to jointly support legislation to extend through Dec. 31, 1974, the temporary Railroad Retirement benefits due to expire June 30, 1973.

A joint carrier-union standing committee will be established to prepare and jointly recommend legislation to Congress prior to July 1, 1974, that will continue Railroad Retirement benefits over and above Social Security benefits beyond Dec. 31, 1974.

If during the period July 1, 1973, through Dec. 31, 1974, the Social Security Act is amended to provide for increased benefits, the dollar amount of such benefit increases will be "passed through" (added) to the Railroad Retirement benefit structure effective on the same date or dates the Social Security benefits are increased.

CHECKOFF

There shall be a national cost-free dues checkoff agreement. This will represent savings for those General Committees or members who are currently bearing this cost.

A Glance at Other Wage Pacts

Below is a comparison of major wage settlements accumulated by unions in various industries since 1966 through 1973.

Industry	Union	Total	Average Per Year
Railroads	BRS	59.0	8.4
Automobiles	UAW	45.8	6.5
Electrical	IUE	36.1	5.6
Oil	OCAW	48.2	6.0
Rubber	URU	32.0	5.3
Steel	USW	38.9	5.6

AGREEMENT

THIS AGREEMENT MADE THIS 27th DAY OF April, 1973 by and between the participating carriers listed in Exhibit A attached hereto and hereby made a part hereof, and represented by the National Carriers' Conference Committee, and the employees shown thereon and represented by the Brotherhood of Railroad Signalmen, witnesseth:

It is hereby agreed:

ARTICLE I—GENERAL WAGE INCREASE

Effective January 1, 1974, all hourly, daily, weekly, monthly and piece-work rates of pay in effect on December 31, 1973 for employees covered by this Agreement will be increased in the amount of 4 percent applied so as to give effect to this increase in pay irrespective of the method of payment. The increase shall be applied as follows:

(1) **Hourly Rates**—Add the specified percent to the existing hourly rate of pay. Round the resulting hourly rate to the nearest whole cent: fractions less than one-half cent shall be dropped, and fractions of one-half cent or more shall be increased to the nearest full cent.

(2) **Daily Rates**—Add the specified percent to the existing rate of pay.

(3) **Weekly Rates**—Add the specified percent to the existing weekly rate of pay.

(4) **Monthly Rates**—Add the specified percent to the existing monthly rate of pay.

(5) **Piece Work**—Adjustment of piece-work rates of pay shall be based on the amount of increase applicable to the basic hourly rate for the class of work performed. Where piece-work rates of pay are in effect on carriers having special rules as to the application of any increase, or decrease, in such rates, such rules shall apply.

(6) **Deductions**—Insofar as concerns deductions, which may be made from the rates resulting from the increase herein granted, under Section 3(m) of the Fair Labor Standards Act of 1938, they may continue to be made to the extent that such deductions were being legally made as of August 31, 1941.

(7) **Application of Wage Increases**—The increase in wages provided for in this Article I shall be computed in accordance with the wage or working conditions agreement in effect between each carrier and its employees represented by the Brotherhood of Railroad Signalmen, and in instances where fixed daily, weekly, or monthly rates are paid for all services rendered, the increase in wages shall be applied in such manner as will give effect to the number of hours used in fixing said rates and to the equivalent hours for special allowances included in said rates. Overtime hours will be computed in accordance with the individual schedules for all overtime hours paid for. Special allowances not included in said rates will not be increased.

ARTICLE II—COST-FREE UNION DUES DEDUCTION AGREEMENT

Within 60 days following request by the organization, each railroad party to this Agreement and the organization signatory to this Agreement will reach an understanding or agreement to modify their union dues deduction agreement (or, if there is no dues deduction agree- the parties on the individual railroads will negotiate a union dues deduction agreement), effective with the first calendar month following 60 days after the date of such agreement (unless otherwise agreed to), which will conform to the following guidelines:

(1) Deductions will be limited to periodic union dues, initiation fees, and assessments (not including fines and penalties) which are uniformly required as a condition of acquiring or retaining membership.

(2) No costs will be charged against the organization or the affected employees in connection with the dues deduction agreement.

(3) Appropriate written assignment form executed by the individual involved must be in the hands of the designated railroad officer at least 30 days in advance of the first payroll deduction scheduled for that individual; provided, however, that dues deduction assignments currently in effect need not be reexecuted and may be continued in effect subject to their terms and conditions.

(4) The dues deduction amounts may not be changed more often than once every three months.

(5) The parties to the dues deduction agreement will mutually agree on the payroll period on which the deductions uniformly will be made.

(6) The dues deduction agreement will include appropriate priorities of deductions in cases where the individual's pay check is insufficient to permit deduction of the full amounts specified on the deduction lists. The following payroll deductions, as a minimum, will have priority over the deductions called for by the dues deduction agreement:

> Federal, State, and Municipal taxes; premiums on any life insurance, hospital-surgical insurance, group accident or health insurance, or group annuities; other deductions required by law, such as garnishments and attachments; and amounts due the carrier by the individual.

(7) In the event there is insufficient earnings to permit the full amount of the union dues deduction, no deduction will be made.

(8) The carrier will furnish uniform alphabetical deduction lists (in triplicate) for each local lodge each month. Such lists will include the employee's name, Social Security number or pay roll identification number, and the amount of union dues deducted from the pay of each employee.

* * *

This Article II becomes effective 60 days after the date of this Agreement on each of the carriers party to this Agreement, unless within 45 days after the date of this Agreement the General Chairman of the organization signatory hereto advises the designated railroad officer in writing that the organization desires to retain the existing dues deduction agreement. In that event, all of the provisions of the existing dues deduction agreement will be retained, subject to the provisions of Article V of this Agreement.

ARTICLE III—STANDING COMMITTEE

It is hereby agreed that the parties signatory to this Agreement will establish within 60 days of the date of this Agreement a Standing Committee for the purpose of reviewing and studying subjects of mutual interest during the term of this Agreement. The parties will mutually agree on the procedures under which it will operate.

Each of the parties to this Agreement may propose items to be considered by the Standing Committee at any time during the term of this Agreement. Initially, the Brotherhood of Railroad Signalmen has listed the following subjects for consideration:

Compensation for employees who are subject to call
Increase in overtime rates and allowances
Shift differential pay
Longevity pay

Paid holidays
Vacations
Bereavement leave
Revision of February 7, 1965 Mediation Agreement
Establish a uniformity of monthly rates
Beginning and ending of work period
Meal period assignments
Eliminate differentials, establish rates of pay
Official and excepted positions—seniority

ARTICLE IV—COURT APPROVAL

This Agreement is subject to approval of the courts with respect to participating carriers in the hands of receivers or trustees.

ARTICLE V—EFFECT OF THIS AGREEMENT

(a) This Agreement is in settlement of the dispute growing out of notice served on the carriers listed in Exhibit A on or about January 2, 1973, and shall be construed as a separate agreement by and on behalf of each of said carriers and its employees represented by the organization signatory hereto, and shall remain in effect through December 31, 1974 and thereafter until changed or modified in accordance with the provisions of the Railway Labor Act, as amended.

(b) No party to this Agreement shall serve, prior to July 1, 1974 (not to become effective before January 1, 1975), any notice or proposal for the purpose of changing the provisions of this Agreement, or which relates to the subject matter of the provisions of this Agreement or the notice specified in paragraph (a) above, and any pending notices relating to such subject matters are hereby withdrawn.

(c) During the term of this Agreement, pending proposals covering the following subject matters need not be withdrawn and new proposals covering such subject matters may be served, and such pending or new proposals may be handled on a local basis within, but not beyond, the specific procedures for peacefully resolving disputes which are provided for in the Railway Labor Act, as amended:

Travel time and travel expenses
Apprentice training
Consolidation of working agreements on merged properties

(d) If a carrier party hereto proposes a merger or coordination or a major technological change, the organization may, in relation thereto, serve and progress proposals for changes in rates of pay on an individual position basis based upon increased duties and/or responsibilities by reason of such contemplated merger, coordination or major technological change.

Note: For purposes of this Agreement a "major technological change" is one involving 5 or more employees subject to the pay provisions of the collective bargaining agreement between an individual railroad and the organization party to this Agreement.

(e) During the term of this Agreement, pending proposals covering subject matters not specifically dealt with in paragraphs (a), (b), (c) and (d) of this Article need not be withdrawn and new proposals covering such subject matters may be served, and such pending or new proposals may be progressed within, but not beyond, the specific procedures for peacefully resolving disputes which are provided for in the Railway Labor Act, as amended.

(f) This Article will not bar management and committees on individual railroads from agreeing upon any subject of mutual interest.

ARTICLE VI—RAILROAD RETIREMENT AMENDMENTS CONTINGENCY

This Agreement is contingent upon the enactment of legislation accomplishing the purposes specified in Appendix 1 attached hereto and hereby made a part hereof.

SIGNED AT WASHINGTON, D.C.
THIS 27TH DAY OF APRIL, 1973.

Signatures Omitted

RAILROAD RETIREMENT LEGISLATION

The carriers and the railway labor unions will jointly support legislation which will accomplish the following:

(a) The temporary benefit increases of 1970, 1971 and 1972 (P.L. 91-377, P.L. 92-46, and P.L. 92-460, respectively) scheduled to expire June 30, 1973, will be extended through December 31, 1974.

(b) A joint Standing Committee consisting of members representing the railway labor unions and the carriers will be established to consider all of the matters relating to restructuring the Railroad Retirement System, including but not limited to such matters as financing the deficiencies, dual Railroad Retirement and Social Security benefits, adoption of a two tier system (i.e., a Social Security tier and a supplementary Railroad Retirement tier), restructuring of the benefit formulas, consideration of any matters considered by the Commission on Railroad Retirement, and any other subpects which the parties may propose. The joint Standing Committee will report to the Congress by July 1, 1974. If the joint Committee can not agree on a joint report and recommendations, the railway labor unions and the carriers will submit ex parte reports to the Congress by July 1, 1974.

(c) The Railroad Retirement Tax Act to be amended to provide that commencing October 1, 1973 the employers will assume the 4.75% of the employee taxable compensation in excess of the 5.85% employee Social Security tax (a maximum of $42.75 per employee per month in 1973, and a maximum of $47.50 per employee per month in 1974.)

(d) The Railroad Retirement Act to be amended to provide that commencing July 1, 1974 employees with 30 years of service and attained age of 60 may retire without actuarial reduction in their annuities.

(e) If during the period July 1, 1973 through December 31, 1974 the Social Security Act is amended to provide for increased benefits, the dollar amount of such benefit increases will be "passed through" to the Railroad Retiremeint benefit structure effective on the same date or dates the Social Security benefits are increased.

(f) Except as specifically provided herein, neither the carriers nor the railway labor unions will propose or support legislaton seeking changes in benefit levels or new types of benefits to become effective prior to January 1, 1975.

EXHIBIT A

RAILROADS REPRESENTED BY THE NATIONAL CARRIERS' CONFERENCE COMMITTEE FOR THE PURPOSE OF NEGOTIATING AN AGREEMENT ON PROPOSED LEGISLATIVE CHANGES IN THE RAILROAD RETIREMENT ACT AND THE RAILROAD RETIREMENT TAX ACT WITH THE BROTHERHOOD OF RAILROAD SIGNALMEN; AND IN CONNECTION WITH NOTICES, DATED ON OR ABOUT JANUARY 2, 1973, SERVED UPON VARIOUS RAILROADS BY THE GENERAL CHAIRMEN, OR OTHER RECOGNIZED REPRESENTATIVES, OF THE BROTHERHOOD OF RAILROAD SIGNALMEN OF DESIRE TO REVISE AND SUPPLEMENT ALL EXISTING AGREEMENTS IN ACCORDANCE WITH THE PROPOSALS SET FORTH IN ATTACHMENT "A" THERETO.

This authorization is co-extensive with notices filed and with provisions of current schedule agreements applicable to the employees represented by the Brotherhood of Railroad Signalmen.

Note:—This authorization is subject to the stipulation contained in Letter of Understanding dated August 19, 1960.

Akron, Canton & Youngstown Railroad
Alton & Southern Railway
Ann Arbor Railroad
Atchison, Topeka and Santa Fe Railway
Atlanta and West Point Rail Road—
The Western Railway of Alabama
Baltimore and Ohio Railroad
Baltimore and Ohio Chicago Terminal Railroad
Bangor and Aroostook Railroad
Belt Railway Company of Chicago
Bessemer and Lake Erie Railroad
Burlington Northern, Inc.
Central of Georgia Railroad
Central Vermont Railway, Inc.
Chesapeake and Ohio Railway (Chesapeake District and Northern Region)
Chicago & Eastern Illinois Railroad
Chicago & Illinois Midland Railway
Chicago and North Western Transportation Company
Chicago and Western Indiana Railroad
Chicago, Milwaukee, St. Paul and Pacific Railroad
Chicago, Rock Island and Pacific Railroad
Cincinnati Union Terminal Company
Clinchfield Railroad
Colorado and Southern Railway
Dayton Union Railway
Delaware and Hudson Railway
Denver and Rio Grande Western Railroad
Denver Union Terminal Railway
Detroit & Toledo Shore Line Railroad
Detroit Terminal Railroad
Detroit, Toledo and Ironton Railroad
Duluth, Winnipeg & Pacific Railway
Elgin, Joliet and Eastern Railway
*Erie Lackawanna Railway
Fort Worth and Denver Railway
Georgia Railroad
Grand Trunk Western Railroad
Green Bay & Western Railroad
Houston Belt & Terminal Railway
Illinois Central Gulf Railroad
Indiana Harbor Belt Railroad
Indianapolis Union Railway
Jacksonville Terminal Company
Joint Texas Division of the CRI&P Railroad and FW&D Railway
Kansas City Southern Railway
Louisiana & Arkansas Railway
Kansas City Terminal Railway
Kentucky & Indiana Terminal Railroad
Louisville and Nashville Railroad
Maine Central Railroad
Portland Terminal Company
Missouri-Kansas-Texas Railroad
Missouri Pacific Railroad
Monongahela Railway
New Orleans Public Belt Railroad
New Orleans Union Passenger Terminal
New York, Susquehanna and Western Railroad
Norfolk and Western Railway
Peoria and Pekin Union Railway
Richmond, Fredericksburg and Potomac Railroad, including Potomac Yard
St. Louis-San Francisco Railway
St. Louis Southwestern Railway
Seaboard Coast Line Railroad
Soo Line Railroad
1-Southern Pacific Transportation Company-
(Pacific Lines and Texas and Louisiana Lines)
Southern Railway
Alabama Great Southern Railroad
Cincinnati, New Orleans & Texas Pacific Railway
Georgia Southern and Florida Railway
New Orleans Terminal Company
St. Johns River Terminal Company
Staten Island Railroad Corporation
Terminaly Railroad Association of St. Louis
Texas and Pacific Railway
Texas Pacific-Missouri Panific Terminal Railroad of New Orleans
Toledo, Peoria & Western Railroad
Union Pacific Railroad
Union Railroad Company (Pittsburgh)
Washington Terminal Company
Western Maryland Railway
Western Pacific Railroad

* * *

NOTES:—
*-Subject to the approval of the Courts.
1-Includes former Pacific Electric Railway Company.

APPEAL FOR FINANCIAL ASSISTANCE

Brother N. J. Bowers of Local 169 has been off work since December 27, 1971. During this time he has had two operations on his back and will probably require a third operation. Brother Bowers is now on a disability pension but this will only meet current expenses. He has Doctor bills in excess of $3000.00 over and above what was covered by insurance. Any donations from other members of the Brotherhood of Railroad Signalmen will be appreciated. Account No. 66 580 0 has been established with The Merchants National Bank at 122 South Mulberry Street, Muncie, Indiana 47305. All donations may be sent to this account number at the bank or to me at my address and I will deposit to this account.

William P. Bath
Sec.-Treas. Local 169
729 Tilmor Drive
Muncie, Indiana 47303

Nearly 20,000 unemployed engineers, scientists and technicians registered with the Manpower Administration have found new jobs with Federal assistance. This was accomplished through the Technology Mobilization and Reemployment Program, a special nationwide effort announced by the Labor Department early in 1971 to help provide people laid off from defense and aerospace employment.

Status of Disputes Submitted by Signalmen to Third Division National Railroad Adjustment Board

DOCKET NO.	RAILROAD	SUBJECT OF DISPUTE	NOTICE DATED	STATUS AS OF 11-30-72
SG-16908	B&O	Cirilli et al—carrier equipment	2-21-67	Assigned to Referee Brent
SG-17502	NP	Leonard & Michael—power supply	12-27-67	Assigned to Referee Brent
SG-17549	SP(PL)	Davis—in motion scales	10-16-67	Assigned to Referee Brent
SG-17582	SP(PL)	Tankersly et al—slide fence	11-14-67	Assigned to Referee Brent
SG-17589	NP	Young et al—power supply	1-17-68	Assigned to Referee Brent
SG-17641	SP(PL)	Bradley & Sidwell—direction detector	1-12-68	Assigned to Referee Ritter
SG-17642	SP(PL)	Dixon—high load detector	1-12-68	Assigned to Referee Ritter
SG-17698	AT&SF	Shilling et al—switch heaters	1-8-68	Assigned to Referee Ritter
SG-17877	SP(PL)	Yandell—hot box detector	4-24-68	Awaiting referee assignment
SG-17878	SP(PL)	Crumley—hot box detector	4-24-68	Awaiting referee assignment
SG-18078	Soo Line	Hedican—thermo scanner	8-23-68	Assigned to Referee Ritter
SG-18147	SP(PL)	Fraga et al—switch heaters	10-30-68	Awaiting referee assignment
SG-18746	Soo Line	Johnson—thermo scanner	3-20-70	Assigned to Referee Ritter
SG-19013	SP(PL)	Anson et al—8 hours pay	6-30-70	Awaiting referee assignment
SG-19109	AT&SF	Floyd et al—ACI	9-28-70	Assigned to Referee Ritter
SG-19129	SP(PL)	Treon—train graph	9-18-70	Awaiting referee assignment
SG-19343	SP(PE)	Easterman et al—others performed signal work	1-19-71	Assigned to Referee Lieberman
SG-19353	CMStP&P	Lennon—others performed signal work	1-22-71	Assigned to Referee Lieberman
SG-19374	DUT	Persichetti—improperly assigned and paid	1-29-71	Assigned to Referee Lieberman
SG-19375	DUT	Miller—position improperly abolished	1-29-71	Assigned to Referee Lieberman
SG-19376	SP(PL)	Gaston—held off assignment	1-29-71	Assigned to Referee Lieberman
SG-19388	Clinch	Wiggs et al—signal work performed by others	2-26-71	Assigned to Referee Lieberman
SG-19389	PC-NYNH&H	Sarpu et al—overtime pay	2-26-71	Assigned to Referee Ritter
SG-19392	PC-NYC	Downour—auto cost	2-26-71	Assigned to Referee O'Brien
SG-19393	N&W (NYC&StL)	Neff et al—qualify operators	2-26-71	Awaiting referee assignment
SG-19394	SCL	Baldwin et al—signal work performed by others	2-26-71	Awaiting referee assignment
SG-19395	BN(NP)	Glover et al—signal work performed by others	2-26-71	Assigned to Referee O'Brien
SG-19396	SP(PL)	Walker—difference in rate	4-28-71	Awaiting referee assignment
SG-19419	SP(PL)	Wees—right to work on rest days	3-16-71	Awaiting referee assignment
SG-19420	SP(PL)	Walker—difference in rate	3-16-71	Awaiting referee assignment
SG-19426	SP(PL)	Blanchette & Farley—expenses	3-12-71	Awaiting referee assignment
SG-19428	PC-B&A	Tarte—preference to call	3-12-71	Awaiting referee assignment
SG-19441	C&O(CD)	Harlow—expenses	4-26-71	Awaiting referee assignment
SG-19460	SP(PL)	D'Amico—signal work performed by others	5-12-71	Awaiting referee assignment
SG-19478	L&N	Phillips—preference to overtime work	4-27-71	Assigned to Referee Lieberman
SG-19479	PC-B&A	Kie—preference to overtime work	4-27-71	Awaiting referee assignment
SG-19487	PC-NYC	Kiernan & Jaccino—pay account improper assignments	4-26-71	Awaiting referee assignment
SG-19491	SP(PL)	Blanchette & Ashcraft—expenses	5-12-71	Awaiting referee assignment
SG-19503	BN(NP)	Glover et al—signal work performed by others	5-28-71	Awaiting referee assignment
SG-19504	PC-PRR	Foley & McGregor—pay account improper suspension	5-25-71	Awaiting referee assignment

DOCKET NO.	RAILROAD	SUBJECT OF DISPUTE	NOTICE DATED	STATUS AS OF 11-30-72
SG-19527	IC	Henry & Hirte—required to perform work of other craft	6-22-71	Awaiting referee assignment
SG-19528	IC	D'Arcy—right to overtime work	6-21-71	Awaiting referee assignment
SG-19529	SP(PL)	Perry et al—difference in rates of pay	6-25-71	Awaiting referee assignment
SG-19530	CMStP&P	Schmeling et al—expenses	6-29-71	Awaiting referee assignment
SG-19531	CMStP&P	Schmeling et al—expenses	6-29-71	Awaiting referee assignment
SG-19532	N&W(Wab)	Little—signal work performed by others	6-22-71	Awaiting referee assignment
SG-19536	CMStP&P	Position improperly filled	6-30-71	Awaiting referee assignment
SG-19540	CMStP&P	Entwistle—expenses	6-29-71	Awaiting referee assignment
SG-19551	L&N	Gang #9—pay for meal period	7-30-71	Awaiting referee assignment
SG-19558	PC-NYC	Brown & Hillman—pay for minimum call	7-13-71	Awaiting referee assignment
SG-19559	WM	Horning & Pennington—signal work performed by others	7-16-71	Awaiting referee assignment
SG-19569	C&NW	Jacobson—clear record	10-12-71	Awaiting referee assignment
SG-19574	C&O(CD)	Clark & Cotcamp—signal work performed by others	7-30-71	Awaiting referee assignment
SG-19577	C&O(CD)	Boyd et al—expenses	7-30-71	Awaiting referee assignment
SG-19582	N&W(Vgn)	Lewis—additional compensation	8-13-71	Awaiting referee assignment
SG-19584	L&N	Gang #12—signal work performed by others	8-13-71	Awaiting referee assignment
SG-19594	C&NW	Radl—clear record	11-16-71	Awaiting referee assignment
SG-19595	PC-NYNH&H	Tarasevich—16½ hrs. overtime	8-17-71	Awaiting referee assignment
SG-19603	C of Ga	Jones et al—signal work performed by others	8-25-71	Awaiting referee assignment
SG-19617	LV	Jewel & Allardyce—expenses	8-30-71	Awaiting referee assignment
SG-19625	C&EI	Deason & Hyde—improperly compensated	12-14-71	Awaiting referee assignment
SG-19629	UP	Johnson—difference in rates of pay	9-15-71	Awaiting referee assignment
SG-19633	Erie L	Apostolik—dismissed	9-22-71	Assigned to Referee Lieberman
SG-19634	C&NW	Singletary—overtime denied	9-21-71	Awaiting referee assignment
SG-19639	PC-NYC	Breedlove—assignment to position	9-30-71	Awaiting referee assignment
SG-19641	PC-NYC	Breedlove—discipline	9-30-71	Awaiting referee assignment
SG-19642	PC-NYC	Clawson et al—discipline	9-30-71	Awaiting referee assignment
SG-19643	IC	Ames—pay and expenses	9-30-71	Awaiting referee assignment
SG-19644	SP(PL)	Gangler et al—preference to call	9-30-71	Awaiting referee assignment
SG-19645	SP(PL)	Sacramento Signal Shop—Shop not in compliance with agreement	9-30-71	Awaiting referee assignment
SG-19657	SP(T&L)	White—discipline	10-15-71	Awaiting referee assignment
SG-19658	C&O(CD)	Clark et al—Scope rule violation	12-15-71	Awaiting referee assignment
SG-19660	C&NW	Stuckey—Scope rule violation	1-26-72	Awaiting referee assignment
SG-19666	KCT	Carver—junior man called	10-25-71	Awaiting referee assignment
SG-19670	SP(PL)	DeWitt—expenses	10-29-71	Awaiting referee assignment
SG-19674	BN(SP&S)	Danley—discipline	10-29-71	Awaiting referee assignment
SG-19676	SP(PL)	Hanson—overtime	10-29-71	Awaiting referee assignment
SG-19677	SP(PL)	Ingram—vacation relief	10-29-71	Awaiting referee assignment
SG-19678	SP(PL)	Kennett—pay for call	10-28-71	Awaiting referee assignment
SG-19700	PC-NYC	Breedlove—discipline	12-14-71	Assigned to Referee Lieberman
SG-19701	PC-NYC	Black—disqualification	11-15-71	Awaiting referee assignment
SG-19712	C&NW	Miller et al—failure to furnish relief	12-29-71	Awaiting referee assignment
SG-19713	C&NW	Sornson—foreman working	2-29-72	Awaiting referee assignment
SG-19718	T&P	Shelton—discipline	12-8-71	Awaiting referee assignment
SG-19724	Belt Ry	Rost et al—Scope rule violated	1-10-72	Awaiting referee assignment
SG-19725	C&O(CD)	Hill—double time	12-15-71	Awaiting referee assignment
SG-19737	C&NW	Davis—expenses	1-26-72	Awaiting referee assignment
SG-19739	L&N	Sr. emps of Signal Repair Shop others performed shop work	12-27-71	Awaiting referee assignment
SG-19740	AnnArbor	Beracy—discipline	1-24-72	Awaiting referee assignment
SG-19746	CMStP&P	Schmeling—expenses	12-29-71	Awaiting referee assignment
SG-19760	C&NW	Naber & Gordon—expenses	4-12-72	Awaiting referee assignment

DOCKET NO.	RAILROAD	SUBJECT OF DISPUTE	NOTICE DATED	STATUS AS OF 11-30-72
SG-19768	SP(PL)	Partridge et al—Scope rule	1-24-72	Awaiting rebuttals
SG-19783	D&RGW	Maddox—physical disqualification	1-31-72	Awaiting rebuttals
SG-19786	GTW	Decker—discipline	4-28-72	Assigned to Referee Lieberman
SG-19787	CMStP&P	Rumler—discipline	1-31-72	Awaiting rebuttals
SG-19789	C&NW	Hobbs—overtime pay	3-31-72	Awaiting referee assignment
SG-19791	KCT	Anderson—jr. man given overtime	1-31-72	Awaiting rebuttals
SG-19803	B&O	Smith—travel time and expense	2-18-72	Awaiting referee assignment
SG-19806	C&NW	Naber—expenses	5-23-72	Awaiting referee assignment
SG-19810	C&NW	Harmer—right to assignment	5-1-72	Awaiting referee assignment
SG-19811	C&NW	Casserly & Lindahl—mileage allowance	2-29-72	Awaiting rebuttals
SG-19815	Erie L	Lester et al—pay for call	2-25-72	Awaiting rebuttals
SG-19824	Ind Un Ry	Humble—discipline	2-25-72	Awaiting referee assignment
SG-19832	PC-NYC	Quada—right to call	3-17-72	Awaiting rebuttals
SG-19834	GTW	Cooney et al—signal work contracted	4-25-72	Awaiting referee assignment
SG-19835	C&O(CD)	Hizer et al—signal work contracted	2-23-72	Awaiting rebuttals
SG-19838	CRI&P	Campbell et al—discipline	4-10-72	Awaiting rebuttals
SG-19853	PC-NYC	Quada & Smith—classification of work	3-17-72	Awaiting rebuttals
SG-19854	C&NW	Gordon et al—meal period	5-16-72	Awaiting referee assignment
SG-19858	CMStP&P	Cole—signal work contracted	3-20-72	Awaiting rebuttals
SG-19864	KCT	Marks et al—improperly terminated	3-27-72	Awaiting rebuttals
SG-19877	KCS	Swan—right to position	4-3-72	Awaiting rebuttals
SG-19878	L&N	Pressnell—not called	3-31-72	Awaiting rebuttals
SG-19879	PC-PRR	Madden—improperly removed from position	3-31-72	Awaiting rebuttals
SG-19880	PC-NYC	Haller—discipline	3-31-72	Awaiting referee assignment
SG-19881	SP(PL)	Balison—classification of work	3-31-72	Awaiting rebuttals
SG-19882	IC	Audas et al—signal work contracted	3-31-72	Awaiting rebuttals
SG-19896	CRI&P	Kidd—improperly paid	4-12-72	Awaiting rebuttals
SG-19898	LI	Schulz—improperly required to submit doctor's certificate	5-15-72	Awaiting rebuttals
SG-19904	PC-PRR	Elmer—junior employe awarded position	4-19-72	Awaiting rebuttals
SG-19911	SCL	Ellis et al—signal work contracted	4-25-72	Awaiting rebuttals
SG-19912	PC-PRR	Allen et al—headquarters improperly moved	5-23-72	Awaiting rebuttals
SG-19913	Erie L	Wilson—improperly reduced	4-25-72	Awaiting rebuttals
SG-19914	CMStP&P	Marko—assignment to position	4-26-72	Awaiting rebuttals
SG-19915	AnnArbor	Johnson et al—signal work contracted	4-26-72	Awaiting rebuttals
SG-19916	PC-NYC	White—signal work farmed out	4-26-72	Awaiting rebuttals
SG-19917	Soo Line	Suhsen—official improperly tested signal	4-26-72	Awaiting referee assignment
SG-19938	SP(PL)	Dickey—assignment to position	5-16-72	Awaiting rebuttals
SG-19942	CMStP&P	Ericsson—expenses	5-16-72	Awaiting rebuttals
SG-19943	CRI&P	Barry & Peet—officers performed signal work	5-15-72	Awaiting rebuttals
SG-19944	DT&I	Schmenk—retain furloughed status	5-15-72	Awaiting rebuttals
SG-19946	SP(PL)	Bohling—junior employe used	5-12-72	Awaiting rebuttals
SG-19956	L&N	Waddle—expenses	5-23-72	Awaiting rebuttals
SG-19957	PC-PRR	Houpt—signal work farmed out	5-23-72	Awaiting rebuttals
SG-19967	B&O	Green et al—unusable headquarters	5-30-72	Awaiting rebuttals
SG-19968	StL-SF	Bradshaw—signal work farmed out	5-30-72	Awaiting rebuttals
SG-19987	AT&SF	Messer—signal work contracted	6-16-72	Awaiting rebuttals
SG-19993	B&O	DeBoard et al—signal work contracted	6-14-72	Awaiting rebuttals

New Orleans To Host Brotherhood's 39th Regular Convention

ON JULY 23, DELEGATES from throughout the United States and Canada will converge on New Orleans, Louisiana, for this is the opening date of our Organization's 39th Regular Convention.

New Orleans was chosen by the Delegates to our last Convention and reports to date indicate a record attendance will be on hand when President C. J. Chamberlain wields the gavel signifying the Convention is ready for business.

Conventions of our Brotherhood are its most important gatherings because this is where the policy of the Organization is hammered out to guide our future progress. As at all Brotherhood Conventions, many Delegates will bring along their families to enjoy the famous old charm of New Orleans.

Those visiting New Orleans for the first time will find it to be one of the world's unique cities, the supercity of the South. New Orleans has such attractions as the French Quarter, with all its old charm, to the Superdome, home of the New Orleans Saints, to be completed by the fall of 1974.

The Fairmont Roosevelt has been selected as our Convention hotel. Extending a full city block from Baronne Street to University Place the "Roosevelt" is at the center of all New Orleans attractions and is one of the few hotels capable of handling a convention the size of the Signalmen's under one roof.

The 832 room "Roosevelt" has recently undergone a facelifting and has become one of the luxury hotels in the country. The remodeling has preserved the grace and charm of the 77 year old hotel, along with the installation of all comforts expected by today's travelers.

The hotel has several interesting places to meet and dine. These include, The Blue Room, one of America's smartest supper clubs, and the Restaurant Sazerac, a favorite gathering spot in New Orleans. All other public areas have taken on a completely new look with emphasis on the convention facilities which are now regarded as among the finest in the United States.

New Orleans is definitely a new city on the move. It has become a

magic convention center year round with a heavy demand for hotel space. Surveys in recent years indicated a need for more hotel rooms. Most of the growth will have to occur outside of the famous French Quarter, due to a moratorium on construction in this area, declared some years ago.

JACKSON SQUARE IN NEW ORLEANS is a comfortable spot to stop for a few minutes on a walking tour of the French Quarter—and it is probably the best spot to stop because it remains the hub of the old city. Jackson Square was laid out in 1718 by Adrien de Pauger, French engineer who planned the original town. It was then the Place d'Armes anl military rituals were conducted there. Later the ceremonies of the Louisiana Purchase were conducted at its center and now it is surrounded by such interesting sites as the Pontalba Apartments and the French Market, the Cabildo and the Presbytere.

New Orleans is and always will be a river city. The Mississippi was the reason for the city's existence originally and is still its heart and soul. True, the banjo-strumming roustabouts, sitting around on cotton bales and waiting for the Robert E. Lee, are long gone. But New Orleans is a major U.S. port, second only to New York in dollar volume.

The river affects far more than the economy of the supercity. In order to get the full impact of the huge Port of New Orleans, a visitor should take one of the three cruise boats which make daily tours of the harbor and bayou area. Sail aboard the modern cruise boat Voyageur, from the heart of New Orleans deep into the Bayou of Jean Lafitte, the pirate. The trips take five hours, and the Voyageur then departs for the two-hour harbor cruise. The S.S. President, which operates two and a half hour sightseeing trip daily, is said to be the largest side-wheel steamboat afloat. On Saturday night the vessel hosts a "dance cruise" complete with the music of an eight piece orchestra.

Several modern bridges cross the mighty Mississippi and provide a dramatic view of the city. Deep water wharves stretch for miles and an extensive canal system provides additional development frontage. Ships and flags of all nations can be seen in port, and daily loading and unloading of exotic cargoes make fascinating watching.

While the port and New Orleans and manufacturing are the major money makers for the city, tourism brings outside money into the economy. An estimated 3.6 million visitors poured $276.5 million into the local coffers during 1971-72. Projected figures for 1972-73 indicate this year will be even bigger. During the summer months of 1972 over eighty groups met in the months of June, July and August with more than 72,000 delegates in attendance.

New Orleans is history, more than 250 years of it. Here in the French Quarter, particularly, the past seems closer and more approachable than in other places. The French Quarter is about 100 square blocks of century-old brick work, worn marble slabs and ancient iron scroll-

(Cont'd. on page 111)

Carrier Officers Testify In Support Of H.R. 7200

THE "ONLY REAL HOPE" OF progressively better transportation service and relatively lower rates is to be found in an efficient system able to fully realize opportunities for improved operations, Stephen Ailes, president of the Association of American Railroads, said on May 1st.

In a statement presented to the House Committee on Interstate and Foreign Commerce, Mr. Ailes said money for efficient plant, equipment and facilities as well as for improvements must be available by means of earnings and credit.

"Such earnings and credit will not be available," he warned, "if railroad rate levels are held down to a subnormal basis because of delays in needed adjustments to meet higher operating costs or for any other reason."

The AAR president testified in support of H.R. 7200, a measure which would clear the way for implementation of a recent labor agreement and expedite the handling of rate increases to offset wage increases.

William H. Dempsey, chairman of the National Railway Labor Conference, which represents the railroads in labor negotiations, also urged approval of the bill.

The agreement, tentatively concluded with 15 unions, provides that the railroads will assume responsibility for the portion of railroad retirement taxes—now paid by employes—above the level of Social Security payments. In addition, the agreement calls for a 4 percent wage increase to become effective January 1, 1974.

Mr. Dempsey recounted the negotiations leading to the agreement and described the manner in which it was reached as "unique in this industry." He noted that, in the past, no round of negotiations could be concluded without separate negotiations with a number of unions.

"This is the first time that there has been a departure from this pattern," he declared. "This is, moreover, the first time in which the parties have arrived at an agreement by way of negotiations conducted outside the procedures of the Railway Labor Act."

The NRLC chairman emphasized that the "most pertinent feature" of the agreement is that it will not bind the parties unless legislation that puts into effect the retirement features of the agreement is enacted.

Mr. Dempsey conceded that the agreement does not solve the problem of projected deficiencies in the railroad retirement fund, but pointed out that the proposed legislation directs the parties to submit their joint recommendations on the matter by July 1, 1974.

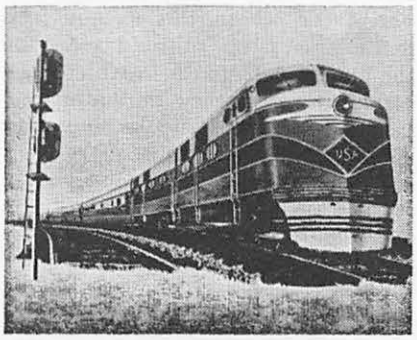
"Treating as a package the increased wages and the increased railroad retirement taxes to be paid by the carriers under the recent settlement," Mr. Ailes stated, "the railroads' additional labor costs on an annual basis, beginning next January 1 will be $587 million."

The circumstances of the railroads are such, he explained, that they have no reserves or any excess of earnings upon which to rely in order to absorb increases in operating costs.

"Thus," he continued, "when railroad costs go up, they must be met promptly by an increase in the price of rail services. Otherwise, the railroads must resort, as they have too often in the past, to cost-cutting measures and resulting impairment in standards of maintenance and service."

When delays are encountered in efforts to bring rate levels into conformity with sharply rising labor costs and increasing costs of materials and supplies, the damage to the carriers is not only immense but irreparable, the AAR president said.

He told the committee that, in the years from 1967 to date, if rates finally approved by the ICC had been made effective upon the filing of the petitions seeking the increases, railroads would have received estimated additional revenues amounting to $1,164,000,000.



"It is academic, but nonetheless interesting," he added, "to speculate on what effect an additional $1,164 million of revenues in the six years 1967-1972 might have had on the railroad situation today. It is an amount equivalent to more than one-third of the pretax ordinary income of the entire industry for the same period. It could have been used for better maintenance and to finance improvements. It would have been enough, after taxes at the same effective tax rate, to have purchased 60,000 freight cars or 3,800 locomotives."

Mr. Ailes explained that the bill under consideration would prevent losses resulting from the present regulatory time lag by establishing a new procedure to be followed by the railroads and the ICC in the case of general rate increase applications necessitated by increased labor costs.

Under the new procedure, the ICC would be required to permit rate increases based on increased labor costs within 30 days of the railroads' petition. The ICC would then go ahead with whatever investigation is considered appropriate, after which it would authorize the railroads to make permanent the increase needed to offset the higher labor costs, except to the extent it found the increased rate level would produce more than a fair return.

If the increases finally authorized were lower than the initial request, the railroads would be required to refund the difference to shippers upon demand. The bill would apply both to interstate and intrastate rates.

The railroad witness declared that the general economy of the country cannot escape injury if the railroad industry is regulated in a way that precludes fair and reasonable earnings.

"An adequate and efficient transportation system cannot be provided or maintained without reasonable earnings," he emphasized. "Inadequate earnings must inevitably bring about not only inferior transportation service but also, in the long run, higher transportation charges than would otherwise be necessary."

Retirement Reminders

From the Office of R. T. Bates

SECRETARY-TREASURER

Supplemental Annuities

SUPPLEMENTAL ANNUITIES have been paid under the Railroad Retirement Act since 1966. Originally, the law provided supplemental annuities on a temporary basis for a five-year period. In 1970, this benefit program was put on a permanent basis, but with new provisions restricting eligibility to employes or retirees who permanently discontinue their railroad service by certain dates called "closing dates."

The following questions and answers illustrate the more important features of the supplemental annuity program.

How large can a supplemental annuity be?

It can range from $45 for employes with 25 years of service to $70 for those with 30 or more years. However, these amounts are subject to reduction if the employe is also receiving a private railroad pension financed wholly or partly by his employer.

Does receipt of a supplementary annuity affect the amount of a regular annuity?

Yes. Your regular annuity is normally somewhat lower when you also receive a supplemental annuity. However, in virtually all cases, the sum of these annuities is much greater than the amount of the regular annuity alone.

Do employes pay a railroad retirement tax to support the supplemental annuity program?

No. This benefit, like railroad unemployment and sickness benefits, is financed by taxes on employers only.

What are the eligibility requirements for a supplemental annuity?

You must have a minimum of 25 years (294 months) of service, be at least 65 years old and have a current connection with the railroad industry on your regular annuity beginning date. Also, your regular annuity must have been awarded after June 30, 1966, and you must permanently discontinue all railroad work by your closing date. Closing dates to remember are:

For employes attaining age 66 in 1973	The last day of the month following the month in which they attain age 66.
For employes attaining age 65 in 1973	January 31, 1974
For employes attaining age 65 after 1973	The last day of the month following the month in which they attain age 65.

The closing dates for employes over age 66 have already passed.

Are there any exceptions to the closing date schedule? I will not be able to complete the 25 years of service required for a supplemental annuity unless I work for a few months after the regular closing date for men my age, but I will meet all the other requirements.

Yes, in cases like yours. Employes who have at least 23 years (270 months) but less than 25 years (294 months) of railroad service can continue working beyond their closing date up to, but no later than the end of the month in which they attain the necessary minimum service (294 months). However, this exception does not apply if they are eligible, or become eligible in the meantime for social security benefits. Employes for whom this exception is made must stop railroad work by the end of the month in which they attain the necessary minimum service (294 months) to receive their supplemental annuities.

I have already retired and am receiving a supplemental annuity in addition to my regular railroad retirement annuity. How does the schedule of closing dates apply in my case?

In the same way it applies to a nonretired employe. If you return to railroad service or perform compensated service for an employe union (which would include attending a convention if reimbursement exceeded expenses) after your closing date, you will permanently lose your entitlement to a supplemental annuity. However, you would only lose your regular annuity for the months in which you performed railroad work, as has always been the rule. The schedule of closing dates does not apply to regular annuities.

I am approaching retirement age and the closing date for men my age, but I only have 15 years of service and will not qualify for a supplemental annuity. Do I have to retire or stop railroad work by my closing date?

No. The closing date schedule is not compulsory and applies only to those otherwise eligible for or receiving supplemental annuities.

Can the receipt of vacation pay after a closing date affect a retiring employe's eligibility for a supplemental annuity?

No. While railroad vacation pay can generally be used as a credit for a month or months of service when it is to the employe's advantage, it would be credited to the last day he actually works when a closing date is involved.

I now have 25 years of service. I want to retire and start receiving my regular annuity at age 62 next year instead of waiting until age 65 even though this means my annuity will be for a lesser amount. Will this affect my eligibility for a supplemental annuity?

No. But of course your supple-

mental annuity will not be payable until you attain age 65.

I will be eligible for a supplemental annuity up to my closing date this year. To get the supplemental annuity, must I actually retire by my closing date?

No. You must only be sure not to work for a railroad or railroad union after your closing date. But you could lose your current connection, which is a requirement for a supplemental annuity, if you work for a company other than a railroad after you leave the railroad industry, depending on how long you work in such employment. If you are planning other employment, it is suggested that you visit the nearest Board office for information in regard to its possible effects on your current connection.

Is it true that you attain your age for purposes of railroad retirement and certain other legal matters on the day before your birthday?

Yes, for example, if your 65th birthday is on January 1, 1974, you actually attain age 65 on December 31, 1973, and your closing date would be January 31, 1974, the closing date for those attaining age 65 in 1973.

There are conflicts in various records of my age. How can I be sure of my closing date?

This situation is not uncommon. THE BOARD SUGGESTS THAT EMPLOYES AGE 62 OR OLDER CONTACT THE NEAREST BOARD OFFICE FOR HELP IN ESTABLISHING PROOF OF THEIR AGE. This will prevent the possibility of their losing a supplemental annuity through miscalculation. Adequate proof of age is also important for purposes of Medicare coverage. You can find the address and telephone number in the telephone directory under U.S. Government, Railroad Retirement Board, or by asking at your post office.

Is my supplemental annuity subject to a Federal income tax?

Yes. Each year, before March 1st, the Board will send you a form G-1099 showing the amount of supplemental annuity benefits paid to you during the preceding calendar year.

Is my supplemental annuity subject to state income taxes?

It is the position of the Board's Bureau of Law that these benefits *not* subject to state income taxes.

Statements Of Service To All Qualified Employes

THE RAILROAD RETIREment Board recently completed the preparation of the annual statements of railroad service, "Certificate of Service Months and Compensation," Form BA-6, and is mailing them to railroads and other covered employers for distribution to employes. These annual statements are important because they provide an employe with a record of his railroad service and compensation in 1972, as well as his cumulative railroad credits after 1936. The statements are also used by employes when they apply for certain benefits with the Board.

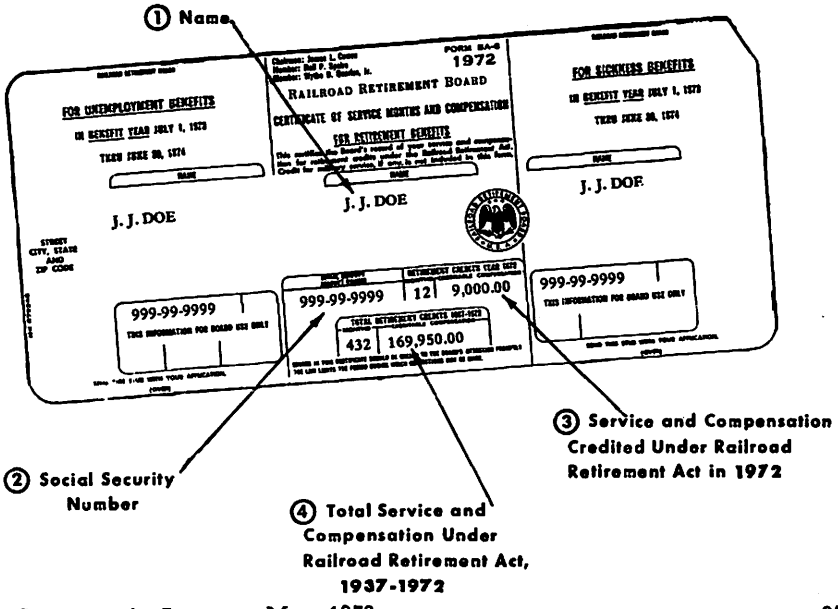
Some 650,000 BA-6 forms will be distributed. They will go primarily to employes who qualify by their 1972 employment and compensation for unemployment and sickness benefits in the benefit year beginning July 1, 1973. The forms will also go to employes who did not qualify for unemployment and sickness benefits if they had service in each month in 1972, or if they worked for a local lodge or division of a national railway labor organization.

As shown in the illustration, the BA-6 form has detachable sections at each end. The section on the right side is used when the employe applies for sickness benefits, and the one on the left for unemployment benefits. The reverse sides of the sections also explain the best way to apply for these benefits. The use of these sections prevents mistakes in processing claims due to erroneous social security account numbers. Most delays in the payment of these benefits occur when an employe enters the wrong account number on his application.

Most employes should receive their BA-6 forms by June 1. If an employe does not receive a form by that date and believes he is entitled to one, he should write to the Board. After receiving his BA-6 form, each employe should check to see whether his own record of service and creditable compensation agrees with the Board's figures. The important figures that should be checked are indicated on the illustration of the form. If the employe decides that the information shown is not correct, he should report this fact in a letter to the Board as soon as possible. In checking the spelling of the name, it should be kept in mind that the form contains only the first 10 letters of the last name.

All letters concerning BA-6 forms should be addressed to the DIRECTOR OF DATA PROCESSING AND ACCOUNTS, RAILROAD RETIREMENT BOARD, 844 RUSH STREET, CHICAGO, ILLINOIS 60611. The employe should include his social security account number in the letter, otherwise no corrective action can be taken.

What Employes Should Check on Form BA-6



Open Enrollment For Furloughed and Retired Employes

AN OPEN ENROLLMENT PERIOD IN MAY, June and July has been arranged by the Cooperating Railway Labor Organizations and The Travelers Insurance Company to make available coverage under Group Policy GA-23111, for those employes and their dependents (spouse and children over 14 days but under 19 years of age) not currently enrolled. During these months any retired employe or an employe who is on leave of absence, furlough or suspension with respect to his railroad employment and who while in active employment was insured under Group Policy Contract GA-23000, may enroll for the group hospital, surgical and medical plans available under Group Policy GA-23111.

The premium rates for the various types of coverage are shown on the enrollment form appearing at the end of this Article.

Furloughed employes of a hospital association railroad may enroll for dependent benefits only unless such furloughed employes no longer have hospital association coverage.

No medical evidence of insurability will be required during the open enrollment for those not currently enrolled. In order to obtain the insurance, the only requirements are that the employe must have been covered by one of the active employe plans and submit a completed enrollment form with his check or money order, for the required monthly payment, before **AUGUST 1, 1973.**

Railroad employes described above may also insure their unmarried dependent children over 19 years of age but under 25 who are full-time students and unmarried children over age 19 who are incapacitated by permanent physical or mental disability which began prior to age 19 may also be insured.

In addition, the widow and surviving children of an employe who was insured as an active, furloughed or retired employe is also eligible to enroll under Group Policy GA-23111.

Also, active employes may enroll under Plan D of GA-23111 to provide benefits for their parents and parents-in-law who are age 65 or over and eligible for Medicare.

For those signing up during this three-month period, the insurance coverage will become effective on the first day of the month following receipt by The Travelers of the completed enrollment form and the check for the required monthly payment.

There are four plans available; three for individuals under age 65 and one for those age 65 and over.

Plans A, B and C—For Those Under Age 65

Plans A, B and C provide Hospital and Surgical Expense Benefits.

Plans B and C also provide Maternity Benefits, Medical Expense Benefits for doctor's charges for visits during hospital confinement, Radiation Therapy Benefits and Polio Expense Benefits.

Here is an outline of benefits available under these three plans:

Type of Benefit	Plan A	Plan B	Plan C
HOSPITAL BENEFITS			
Room & Board— Daily Benefits up to	$ 16	$ 20	$ 40
Room & Board— Maximum per confinement	1,120	1,400	2,800
Hospital Extras and Emergency Out-patient up to (Including Ambulance service up to $25)	120	400	800
SURGICAL BENEFITS			
Per Schedule up to	240	350	420
Obstetrics	(Not Covered)	87.50	105
DOCTOR'S VISITS IN HOSPITAL			
Per day of hospital confinement	(Not	5	5
Maximum per confinement	Covered)	350	350
RADIATION THERAPY BENEFITS			
Per Schedule— Maximum per Calendar Year	(Not Covered)	200	300
POLIO BENEFITS	(Not Covered)	5,000	5,000

Plan D—For Persons Age 65 and Over

Plan D is designed to complement full Medicare benefits and provides Hospital, Surgical, Medical, X-ray and

Here is an outline of Plan D:

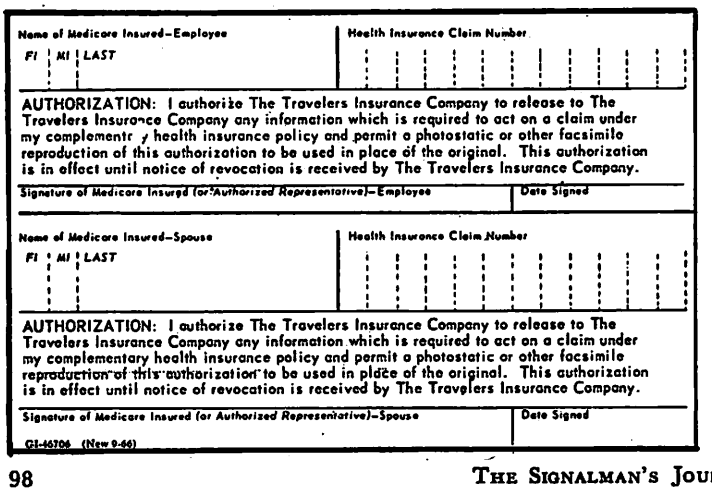
Hospital Benefits
- $72 for the first 60 days (Medicare Deductible)
- $18 per day from 61st through 90th day (Medicare Co-insurance)
- Up to $36 per day from 91st through 150th day

Medical Expense Benefits
- First $60 of the total of all charges for:
  - Surgery
  - Doctor's In-Hospital visits
  - Laboratory and X-Ray Examinations
  - Out-Patient Expense

Major Medical Expense Benefits
- $50,000 Maximum with $1,000 automatic restoration

Plans A, B and C—For Those Under Age 65

Plans A, B and C provide Hospital and Surgical Expense Benefits. Plans B and C also provide Maternity Benefits,



Name of Medicare Insured—Employee
FI | MI | LAST

Health Insurance Claim Number

AUTHORIZATION: I authorize The Travelers Insurance Company to release to The Travelers Insurance Company any information which is required to act on a claim under my complementary health insurance policy and permit a photostatic or other facsimile reproduction of this authorization to be used in place of the original. This authorization is in effect until notice of revocation is received by The Travelers Insurance Company.

Signature of Medicare Insured (or Authorized Representative)—Employee | Date Signed

Name of Medicare Insured—Spouse
FI | MI | LAST

Health Insurance Claim Number

AUTHORIZATION: I authorize The Travelers Insurance Company to release to The Travelers Insurance Company any information which is required to act on a claim under my complementary health insurance policy and permit a photostatic or other facsimile reproduction of this authorization to be used in place of the original. This authorization is in effect until notice of revocation is received by The Travelers Insurance Company.

Signature of Medicare Insured (or Authorized Representative)—Spouse | Date Signed

GI-46706 (Rev 9-66)

This is a reduced version of Form GI-46706 which must be completed for each person to be insured under GA-23111 who is also insured under Medicare. The Health Insurance Claim Number appears on each person's Medicare Health Insurance Card. Copies of this form can be obtained from your nearest Travelers Claim Office or from The Travelers Railroad Division, Hartford, Connecticut.

Laboratory Out-patient Benefits and Major Medical Expense Benefits. It covers certain hospital expenses over and above those which Medicare provides during the first 90 days of confinement, plus hospital board and room charges for semi-private rooms up to but not in excess of $36 per day for an additional 90 days. This plan was liberalized January 1, 1973, to take care of the increase in the Deductible and Co-insurance amounts required by Medicare.

This Major Medical Expense Benefit is a very valuable part of this plan. The insured persons has to pay only the first $50 of expense incurred in a calendar year and then the plan picks up 80 percent of reasonable "covered expenses" in excess of that $50 plus the benefits already paid under the basic Hospital, Medical and Medicare benefit plans. The maximum payable as to each insured person is $50,000.

Doctor's In-Hospital visits
Laboratory and X-Ray Examinations
Out-Patient Expense
MAJOR MEDICAL EXPENSE BENEFITS
$50,000 Maximum with $1,000 automatic restoration

Since Medicare benefits are taken into consideration in determining what will be paid under Major Medical it is very important that all eligible persons be enrolled under Medicare in order to have the maximum possible insurance protection. Shown below is a Medicare Authorization form which, when completed by eligible persons and sent to The Travelers, will allow prompt handling of claims involving Medicare benefits.

An active employe insured under Group Policy Contract GA-23000 or Group Policy GA-107300 may enroll under Plan D to provide benefits for his parents age 65 or over.

A more complete description of all benefits available under Group Policy GA-23111 can be obtained by asking for pamphlet Form GI-47635 at any Travelers Group Office.

In order to enroll, simply fill out and sign the enrollment form reproduced below. A widow should show "Mrs." with the given name of her deceased husband.

Mail the completed enrollment form with your check or money order to The Travelers Insurance Company, P. O. Box 3002, Group Department, Railroad Division, Hartford, Connecticut 06101. Persons eligible for Medicare should also send a signed copy of the Medicare Authorization form to The Travelers with their enrollment form.

If a retired employe age 65 or older has dependents under age 65 he may enroll for them under Plans A, B or C.

GA-23111 *This Completed Form Together With The Required Payment Is To Be Sent To:*

The Travelers Insurance Company, P.O. Box 3002
GROUP DEPARTMENT–RAILROAD DIV.–HARTFORD, CONN. 06101

NAME OF EMPLOYEE *(Please Print)* Last First Middle Initial	SOCIAL SECURITY NO.	DATE OF BIRTH EMPLOYEE Mo. Day Yr.	DATE OF BIRTH SPOUSE Mo. Day Yr.	EMPLOYEE NO.	DATE LAST WORKED Mo. Day Yr.

ADDRESS OF EMPLOYEE No. and Street City State Zip	NAME OF EMPLOYER (RAILROAD)

REPRESENTED BY WHAT UNION?	DEPARTMENT	DIVISION	LOCATION	DATE OF EMPLOYMENT

Before completing this section see Pages 9-11.

REASON FOR LEAVING ACTIVE EMPLOYMENT ☐ RETIRED ☐ FURLOUGHED ☐ DISABLED ☐ LEAVE OF ABSENCE ☐ PREGNANCY ☐ SUSPENDED ☐ TERMINATED

Certification by Railroad For Retired Employees: Where this form is to be used by the Employing Railroad as part of the terminal interview or is to be forwarded with the terminal letter, the Employing Railroad should complete the Certification Information indicated below. If Certification is not furnished below, The Travelers will send the standard Certification Form to the Employing Railroad.

Date Qualifying Employee last rendered compensated service or received vacation pay _____ _____ Authorized Signature – Railroad

If an Enrollment Card is being submitted for a student child, incapacitated child or parent(s) it is necessary that such person(s) full name and home address be shown below. If this information is not completed, the enrollment card cannot be accepted.

☐ STUDENT CHILD ☐ INCAPACITATED CHILD ☐ 1 PARENT ☐ 2 PARENTS DATE(S) OF BIRTH _____

Name and address of student child, incapacitated child or parent(s) for whom enrollment is being made

GI-47635A REV. 6-72 PRINTED IN U.S.A.

COMPLETE REVERSE SIDE

GA-23111

PERSON(S) TO BE INSURED	REQUIRED MONTHLY PAYMENT PLAN A Person under Age 65	PLAN B Person under Age 65	PLAN C Person under Age 65	PLAN D Person Age 65 or Over
Employee only	☐ $6.00	☐ $15.50	☐ $27.00	☐ $7.50
Dependents only or Widow and/or Children	☐ $7.00	☐ $15.50	☐ $27.00	☐ $7.50
Employee and Dependents all under age 65	☐ $13.00	☐ $31.00	☐ $54.00	
Employee and Dependents both over age 65				☐ $15.00
Employee age 65 or over (Plan D) and Dependent under age 65	☐ $14.50	☐ $23.00	☐ $34.50	
Employee under age 65 and Dependent age 65 or over (Plan D)	☐ $13.50	☐ $23.00	☐ $34.50	
One Parent – age 65 or over				☐ $8.50
Two Parents – age 65 or over				☐ $17.00
Student Child (age 19 to age 25)			☐ $3.00	
Incapacitated Child (over age 19)			☐ $5.00	

I understand that the benefits which I am subscribing to are those indicated by the required monthly payment checked hereon for the plan as described in the folder (Form GI-47635) furnished to me in connection with Group Policy GA 23111. I also understand that I will be notified directly by The Travelers Insurance Company of my acceptance and billed for my next payment.

GI-47635A (BACK)

_____ Signature of Employee _____ Date

YOUR WASHINGTON Reporter

By R. E. Porter

PRESSURES ON CONGRESS to deal decisively with the problems of the bankrupt railroads in the Northeast continue to mount. These are reflected in hearings before Senate and House Transportation subcommittees.

These committees are trying to work their way through a multitude of proposals for dealing with the N.E. rail problems. One of the plans, designed to save as much as possible of the rail systems in the area, came from the Interstate Commerce Commission. Another, designed to eliminate as much as possible of the rail network, came from the Department of Transportation, speaking for the Administration.

Congress is confronted with additional overtures, such as legislation for a government takeover of the rail rights of way and signal systems in the Northeast sector; for a takeover of just the "corridor" trackage between Washington and Boston, and confining it to high-speed passenger service; for a full nationalization of the bankrupt lines, and for other approaches, including outright liquidation of the mammoth Penn Central and possibly other lines. In addition, there's the pending Surface Transportation Act which embodies a program of loans, regulatory relaxation and other procedures for aiding the railroads.

* * *

The DOT plan elicited the biggest round of attacks. It was developed in response to a mandate from Congress when it passed legislation in February ordering a 90-day halt to unilateral crew slashes by the Penn Central and to a one-day strike by the United Transportation Union which had resulted from those attempted slashes. The 90-day "status quo" was to expire May 9 but there were moves to extend it.

In that legislation was a mandate to the DOT to submit within 45 days a "full and comprehensive plan" for preserving "essential rail services" in the Northeast region.

The net result of the DOT's labors was a proposal for skeletonizing the Northeast rail network to a relatively few lines and letting the others die. Not a dime of federal money would be pumped into the system.

In short, the DOT would cut down the existing 27,000 miles of six bankrupt roads into a "core" system, reportedly with less than half the present mileage. The roads involved are the Penn Central, Central of New Jersey, Reading, Erie Lackawanna, Lehigh Valley, and Boston & Maine.

This core system would be operated by one or two new "for-profit" companies, or by present non-bankrupt roads such as the Norfolk & Western, and the C&O/B&O. Lines not included in the "core" could be scuttled "without Interstate Commerce Commission approval or review by the courts."

Initial financing for the core operation, Secretary of Transportation Claude Brinegar claimed, could be obtained from "the private capital market," thus obviating the need for federal aid. This "core" corporation would negotiate with creditors of the bankrupt lines to acquire the facilities and equipment needed to operate the slim system and they would be paid in stock of the new corporation.

Brinegar was vague about protection of the thousands of employes who would lose their jobs in the process. This was left mainly to further studies.

* * *

Fusillades were quickly fired at the DOT scheme. Typical of some Congressional reaction was a blast from Rep. Brock Adams (D., Wash.), a member of the House Interstate Commerce Committee and sponsor of legislation on rail issues.

He hit the DOT proposal as "a non-solution to a critical problem." He told the House that "in effect, the Administration is proposing to do nothing about the rail crisis in the Northeast, except to throw this vital transportation network into the arena and see what survives in a free-for-all of economic greed."

"The philosophy of the 'public be damned' has been given Presidential sanction," Adams said.

State authorities in the Northeast mobilized to fight the DOT scheme. Gov. Milton Shapp of Pennsylvania charged that it ignores the public interest and would be disastrous to his state. He said the DOT approach "can best be described in this manner: If a person has no shoes, cut off his feet. In this way, he'll never need shoes."

Rail labor also rallied its forces to battle the DOT scheme, and prepared to present strong testimony at House and Senate committee hearings on the Northeast rail situation. There were some representative labor comments in advance of the hearings.

For example, President Harold C. Crotty of the Maintenance of Way Employes, in comments to a meeting of the Brotherhood's chairmen and grand lodge officers, declared that the DOT proposal would "result in destruction of one-half the present mileage, with a drastic impact on the employes; we will fight the DOT plan."

President C. J. Chamberlain of the Railroad Signalmen, who is also chairman of the Railway Labor Executives' Association, hit the DOT plan as "very alarming," and he said it would be extremely harmful "to shippers, the railroads and employes," it would funnel freight business off to truckers, liquidate vital railroad properties and "mean a wholesale slaughter of rail jobs in the Northeast."

Vice President Dan Blue of the Machinists declared: "It's hard to believe Congress would go along with any such proposal that would permit carriers to escape their responsibilities and place all the burden on railroad employes."

Railroad spokesmen were likewise critical. They said no such scheme for revamping of Northeast rail-

roads would work without some federal financing.

* * *

The Interstate Commerce Commission, which had been studying the Northeast situation for some time, came out with its recommendations a day ahead of the unveiling of the DOT formulation.

The ICC would restructure the Northeast lines by means of a "federal aid railway system," with much of the financing to come from a 1 percent tax on all forms of commercial surface freight transportation. That alone would yield about $500 million a year, the ICC estimated. Such a tax would be justified, the ICC said, since all consumers of transport would benefit from strengthening of the railroads.

About $400 million a year would be expended on upgrading of tracks, yards and terminals which, the ICC pointed out, have been "neglected for years." Lines left out of the main system would be subject to a new abandonment procedure, but where shippers object a line couldn't be dropped for 18 months. Also, states could choose to keep marginal lines in operation—and if they do, the federal government would pick up 70 percent of the deficit, the states 30 percent.

Under the ICC plan, operating subsidies of $150 million to $200 million a year would also be paid to the bankrupt roads for up to three years to avert any shutdowns of major lines. Thus, the aggregate available aid would come to about $600 million a year.

There are many other features to the plan of the ICC, and in particular it was far more definite than the DOT on the responsibility to protect employes adversely affected. It suggested that the government bear the cost of such protection, and implied that work rules might be modified in return. Also, it proposed that in the new system no change in conditions of employes be made except by agreement with the unions involved, and that no work normally done by rail employes be contracted-out.

Rail labor spokesmen termed the ICC plan "more realistic," in recognizing the needs of employes and of communities involved, though they said there were parts of the ICC approach to which they would take exception. They made it clear they will fight in Congress for legislation that would preserve Northeast rail operations to a maximum extent and insure maximum possible protection to employes.

Safety Board Recommendation For Hazardous Materials

THE NATIONAL TRANSportation Safety Board recommended government and industry action to help firemen faced with hazardous materials transportation accidents make better-informed decisions based on actual risks.

The recommendations are contained in the Safety Board's report of its investigation of a freight train derailment, fire and explosion in a lightly-populated section of Houston, Texas, on October 19, 1971. A fireman was killed and 50 firemen, reporters, photographers and bystanders were injured 45 minutes after the derailment when a tank car loaded with vinyl chloride exploded and another rocketed some 300 feet. The blast produced a fireball which caused radiation burns among many of the injured.

The Safety Board determined that the probable cause of the accident was "an unexplained emergency brake application" within the 82-car Missouri Pacific freight train. Unequal braking of loaded and empty cars helped produce lateral forces near the 52nd car which, the Board held, exceeded the holding capability of the track fasteners and overturned a rail, derailing following cars.

The Board said the severity of the accident was increased by (1) the abrupt, violent rupture of the tank car (2) the "lack of adequate training, information, and documented procedures for on-scene identification and assessment of the threats to public safety;" and (3) the firemen's reliance on firefighting recommendations "which did not take into account the full range of hazards in such situations."

Investigation by the Safety Board showed that Houston firemen had evacuated area residents, but had remained themselves while attempting to cool with water those tank cars in or near the derailment fire. The Board found that firemen had reacted to the derailment emergency promptly, and were following "procedures based on their prior experience and training," as well as on current firefighting practices recommended by the National Fire Protection Association.

The Board said, however, that the death of one fireman and the injuries of 39 others at Houston indicate that "recommended firefighting practices are unsatisfactory in some transportation accidents." The association's practices are "concensus recommendations" for which there are "no documented quality standards." The Board added that it knows of "no prescribed or documented procedures which the firemen might have used to help them decide on the most propitious action" at the Houston derailment.

Noting that the U.S. Hazardous Materials Regulations Board is considering adoption of a new hazard-information system, the Board concluded that a "commodity-oriented" placarding requirement such as the system incorporates "would not have affected the outcome of this accident." The Board said the proposed system does not consider such "elements of the threat to public safety" as the amount of hazardous material and the characteristics of its container. The Board held that "a threat-oriented on-scene information system would be more useful to trained emergency personnel, and to untrained bystanders, than a system based on identification of the product and an inconsistent classification scheme."

The accident derailed 20 cars in an area in which workmen were installing new switch ties in the Santa Fe-owned track. The Board found that the "stability of the track had been affected adversely" by the continuous installation of new ties which involved removal of tie anchors and spiking of alternate switch ties. But the Board determined that the emergency brake application occurred before the majority of cars which derailed had reached the new switch ties.

The Board did report that, based on past Santa Fe practice, "a prudent course of action might have been to place a slow order, restricting the speed of all trains using this track." The speed limit for the Missouri Pacific train at the time of the accident was 45 mph; it reportedly was rolling at 40 mph when it was derailed.

In determining emergency braking as the derailment cause, the Safety Board determined that broken rails, a loose freight car wheel

(Cont'd. on next page)

(Cont'd. from preceding page)
found in the wreckage, and a rocking tank car reported by one eyewitness all resulted from the derailment. Four cars were derailed almost instantaneously, the Board found, concluding that "simultaneous derailment of cars widely separated in the train could result only from an impact within the train caused by an emergency brake application."

The Board held that the application had been automatic, but could not determine what triggered it. There had been two emergency brakings prior to the accident—one made by a brakeman at slow speed and the second caused automatically by a brake hose separation. The Board noted that "Federal regulations for conducting brake tests were not observed" when brakes were checked before the train's departure at Angleton, Texas, for Houston.

The Safety Board recommended that . . .

** The **Missouri Pacific Railroad Company** "ensure that affected employes understand and comply with Federal regulations pertaining to the operation of trains."

The **Atchison, Topeka and Santa Fe Railroad Company and the **Missouri Pacific** train affected employes in proper procedures at hazardous materials accident scenes —including methods of identifying and communicating with local emergency personnel.

** The **Hazardous Materials Regulations Board** withhold its hazard-information system rulemaking until it develops criteria—"solicited from and documented by the various parties at risk"—which "a regulatory threat-information system should address."

** The **Secretary of Transportation** develop "a logical hazardous materials classification theory which will establish a rational basis" for such classification both for normal transportation and in transportation emergencies.

** The **National Fire Protection Association** and any similar standard-setting organizations set documented firefighting standards based on the risks to firemen and the public which are posed by the hazardous materials involved.

The Board also reiterated and emphasized previous Board accident report recommendations seeking improved railroad-community liaison on hazardous materials movements and Federal research and development on train braking systems.

On December 27, 1971 the Board issued an advisory recommendation to all state fire marshals pointing out that complete evacuation of a hazardous materials accident area within a 2,000-foot radius could be the "prudent course of action" when no persons and little property are endangered.

The report which the Board released recently is available to the general public. Single copies may be obtained without charge by writing to the Publications Branch, National Transportation Safety Board, Washington, D.C. 20591. Multiple copies may be ordered by mail, with full payment enclosed, from the National Technical Information Service, U.S. Department of Commerce, Springfield, Virginia, 22151, at $3 a copy on standard paper and 95 cents a copy on microfiche.

New Member Nominated For NTSB

PRESIDENT RICHARD M. Nixon announced his intention to nominate Timothy J. Murphy, a Boston, Massachusetts attorney, to be a Member of the National Transportation Safety Board.

Mr. Murphy will replace Francis H. McAdams, who has been serving on an interim basis since his term expired last December 31. Safety Board Members are appointed for five-year terms.

A former First Assistant Attorney General for the Commonwealth of Massachusetts, Mr. Murphy has been engaged both as a trial lawyer in general practice and as a specialist representing labor in labor relations litigation. In addition to the Massachusetts bar, he is qualified to practice before United States District and Appellate Courts and the U.S. Supreme Court, and the Interstate Commerce Commission, Maritime Commission, U.S. Tax Court, National Labor Relations Board and Immigration Commission.

A veteran of combat service in the Navy in World War II, Mr. Murphy ended his service with the Naval Reserve with the rank of commander. His fraternal and civic positions have included the post of national commander of the Veterans of Foreign Wars.

Mr. and Mrs. Murphy now make their home in Milton, Massachusetts.

Ex-Steelworker Named To Labor Department Post

PAUL J. FASSER, JR., AN ex-Steelworker official was named by President Nixon to be Assistant Secretary of Labor for Labor-Management Relations of the U.S. Department of Labor.

Fasser, who will also be Administrator of the Labor Department's Labor-Management Services Administration, has been Deputy Assistant Secretary of Labor for Manpower and Manpower Administrator since October 1970.

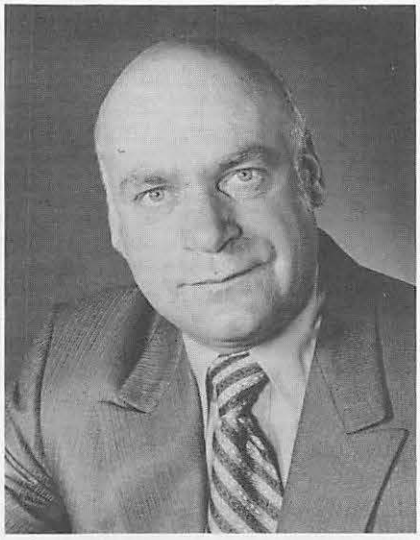
Before that, he was with the United Steelworkers of America for 19 years.

Mr. Fasser started with the Steelworkers Union in 1951 as a research associate. In 1963, he became a contract and arbitration technician and in 1967 assistant director of the union's Contract Administration Department.

With the Steelworkers, Mr. Fasser served as administrator of major programs related to the negotiation of collective bargaining agreements in the basic steel, can, and aluminum industry segments of the union's jurisdiction. In addition, he headed the Arbitration Division of the Contract Administration Department.

As Assistant Secretary of Labor for Labor-Management Relations, Fasser will be responsible for the Labor Department's labor-management relations activities.

Fasser replaces W. J. Usery, Jr. who is now serving as the new Director of the Federal Mediation and Conciliation Service.



The new Assistant Secretary of Labor, Mr. Paul J. Fasser, Jr., an ex-Steelworker who has been appointed to head the Labor-Management Relations Office DOL.

Night Vision System Introduced For Railroad Security

STAR-TRON, ONE OF THE nation's first commercially available passive night-vision systems, has been introduced as a crime deterrent for the railroad industry by Smith & Wesson.

The system—a relatively new concept in crime detection and deterrence—is currently in operation on the Southern Railway System to uncover thieves, vandals and trespassers.

For the railroad industry, which deals with billions of dollars worth of property each year and which has in the past few years suffered tremendous increases in vandalism and theft, Star-Tron minimizes the odds of theft and improves the physical protection of railway cars.

According to Southern Railway System Security Forces, the Smith & Wesson System will increase their effectiveness by allowing them to penetrate the darkness under which thieves operate. They are determined to keep Southern's Security Force tops in the railroad industry and it is equipment like this that will help keep them there.

Star-Tron is a light intensification system that captures and intensifies available light approximately 55,000 times. The operator of the system—which looks like a large telescope and which can be mounted on a tripod or held by hand—sees in the dark, and the criminal is illuminated by the available light, such as starlight or moonlight reflected from a cloud cover.

Star-Tron emits no light of its own, so that the operator's presence and observation is undetected by the suspect. This covert feature of the system is particularly important in the railroad industry where so many thefts occur under cover of darkness.

This system is now used successfully in the marine field and by major law enforcement agencies and industrial concerns.

Southern Railway and its security force feel confident that many thefts will be prevented as well as thieves apprehended and prosecuted because of the Star-Tron system.

The Star-Tron focuses by movement of the intensifier tube rather than by moving the lens. This feature simplifies the use of the system because the only other requirement for operation is activation of the very small, self-contained battery by means of a simple switch. An optional biocular viewer will permit even easier viewing in all situations as both eyes look into one lens—much like a small television screen.

The unit is also equipped with a brightness control which automatically prevents light gain from reaching excessive values for optimum performance.

In addition, a Light-Shade field-stop feature can narrow the field of vision to enable the operator to look between bright lights and into the darkness beyond.

Various accessories which can be easily and quickly installed will outfit the system for night photography through the use of a relay lens. The photographic attachment takes the place of the eyepiece, but as long as a single lens reflex camera is used, continued viewing is possible. By using special mounts, the lens may be coupled to television or motion picture cameras with no loss of clarity or image definition.

Automatic Traffic Control Installed On N&W

THE NORFOLK AND WESTern Railroad recently completed the installation of 47 miles of automatic traffic control signaling and additional rail sidings between Vabrook, Va., and Hyco, N.C.

Richard F. Dunlap, vice president-operations, also announced that NW has completed installation of 12 miles of automatic traffic control and three miles of storage tracks on its Morri Branch near Oceana, W. Va.

Completion of the $2 million Vabrook-Hyco project enables the NW to expedite train movements over its Durham District. The automatic signals, under the control of the Crewe, Va., dispatcher, replace a manually operated block system.

Since the project began two years ago, four 125-car storage tracks have been built at Clarkton, Va., a 150-car passing siding has been built in Sinai, between Halifax and South Boston, Va., and a 70-car assembly siding has been constructed at Cluster Springs, Va.

The NW handles an average of 40 trains a week on this line. Twenty-six of the trains carry merchandise freight between Durham, Lynchburg and Roanoke. The others move West Virginia coal to the Carolina Power and Light Company steam generating plant at Hyco.

A nighttime boxcar break-in and theft is captured on film using the Smith & Wesson Star-Tron passive night vision system. The photographs, courtesy of Southern Railway System, were staged for demonstration purposes by railroad security police officers. Photography, now commonly in use as a modern weapon against crime, is easily combined with the Star-Tron system.

Congress Reviews Two Plans For Northeast Railroads

PLANS SUBMITTED BY DEpartment of Transportation and Interstate Commerce Commission for reorganizing Northeast rail service have received mixed reaction from rail unions, railroads, shippers plus members of Congress.

Both plans deal primarily with the six major bankrupt roads in the region, chief among them being the Penn Central.

The Department of Transportation plan varies from the Interstate Commerce Commission plan in that the former would create a new federal corporation without any federal money whereas the latter would designate a broader federal-aid rail system in the Northeast. This latter plan would be subsidized chiefly with money from a new 1 percent tax on surface freight transportation.

Here are highlights of the two plans—

ICC PLAN

The Northeast roads would be restructured under a "federal aid railway system" to be financed with the help of a 1 percent tax on all forms of commercial surface freight transportation. This would yield an estimated $500 million a year. The ICC justified this tax on the ground that all transport consumers would benefit from an upgrading of the rails.

The federal aid system, privately owned, would be selected by the ICC, and about $400 million a year would be spent on this system to rehabilitate track, yards and terminals, on which, the commission said, "maintenance has been neglected for years." Tracks would be opened up for joint use by other roads. In designating the system, the ICC would consider recommendations made by the railroads and other groups.

Lines left out of the main system would be subject to expedited abandonment procedure, but couldn't be dropped for 18 months if opposition arises from shippers. Thereafter, the commission would have up to 8 months to act, but it would be required to approve abandonment of lines shown to be operated at a loss.

However, states could elect to keep such marginal lines operating by paying a subsidy. The federal government would contribute 70 percent of such subsidy, up to a total outlay of $50 million a year for this purpose.

Operating subsidies would also be provided for up to three years where necessary to avoid shutdown of major lines. These would aggregate $150 million to $200 million a year, raising total aid to Northeast railroads to about $600 million a year. The subsidies, however, would eventually become an obligation of the surviving railroads.

During the period of restructuring the railroads into the federal aid system, the creditor's assets would no longer be eroded, since losses of the lines would be picked up by the grants and subsidies. Also, during the reorganization period state and local property taxes on the lines would be suspended.

On the issue of vital importance to rail workers and their unions, the ICC cited a longstanding government policy of providing protection for employes adversely affected. It suggested that the government bear the cost, including payments due under existing agreements to employes who lose their jobs, or are otherwise affected. The commission indicated that in return rail labor might be expected to modify work rules.

Also, the ICC proposed that in the new system no change would be made in the conditions of employes except by agreement, and that the railroad would not contract-out work normally performed by rail employes.

The commission asserted that the proposed federal-aid main line system should be "kept up to high speed and high density standards." Such a system, it suggested, should not constitute a merger of all roads in the region into one, but should consist of several competitive lines so as to provide "service incentives and stimulate necessary innovations."

DOT PLAN

Unveiled by Secretary of Transportation Claude Brinegar, this plan is vague in its terms, but it calls for far more drastic shrinkage of lines in the Northeast than contemplated by the ICC. Also, it would provide no federal money to rehabilitate the region's railroads.

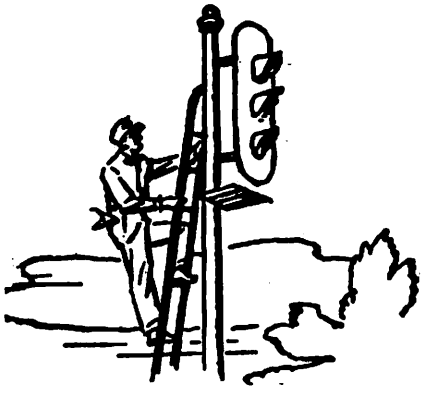
The DOT would shrink the present 27,000 miles of six bankrupt roads—that is, the PC, Reading, Central of New Jersey, Lehigh Valley, Erie Lackawanna, and Boston & Maine—into a far smaller "core" system. This would run by one or two new "for-profit" companies, or by existing "non-bankrupt" roads that operate in the region, such as the C&O/B&O or Norfolk & Western. Brinegar wouldn't estimate how small the remaining system would be.

"Quite clearly there is a healthy rail system trying to crawl out of the Northeastern wreck," Brinegar said. "All of us working together can help it escape."

The DOT, with the help of a new corporation composed of incorporators named by President Nixon, would design the new "Core Rail System." It would be confined to profitable and high-density lines of the six bankrupt roads. These roads in turn would receive stock in the new corporation.

Lines and services of the bankrupt carriers not included in the final core system could be jettisoned and their rights of way abandoned "without ICC approval and without any review by the courts."

Brinegar claimed that start-up financing for the new "Core" system could be obtained from "the private capital market," and thus no federal aid would be needed, except



for "a period of special tax allowances and short-term suspension of certain of ICC regulations."

Echoing statements previously made by John Ingram, head of the Federal Railroad Administration, a DOT subordinate unit, Brinegar also said "the Penn Central, per se, is not essential," though much of the service over its tracks may be vital.

He declared the "streamlining process" —that is, the slashing of rail lines and services—"will lead to a reduction of rail employes" and to problems with communities and shippers who need the services that may be eliminated. However, he left the matter of job protection or compensation for employes affected, as well as the issue of harm to communities and shippers, to further studies.

In addition to his ghost-like outline of a plan for the Northeast lines, Brinegar proposed regulatory changes for the railroads as a whole. These include, among others:

"Liberalized procedures" for abandonment of "uneconomic lines"; more flexible rail rate making; elimination of any lower freight rates for government cargoes; simplification of procedures for rail mergers; encouragement of joint use of common facilities; "liberalized entry" of motor and water carriers "to fill gaps created by rail abandonments"; greater authority for the courts to solve problems arising from rail bankruptcies, and a ban on discriminatory state and local taxation of rail assets.

RRB Names Abraham Benjamin Director Of Research

ABRAHAM BENJAMIN HAS been appointed by the Railroad Retirement Board as its Director of Research. He succeeds Samuel A. Block who has retired.

Mr. Benjamin began his Federal career as a clerk more than 30 years ago. In recent years he has been Chief of the Division of Operations Planning in the Board's Bureau of Retirement Claims.

During his career Mr. Benjamin has received many honors. This year, he has been nominated by the Board as a candidate for a "Federal Employe of the Year" award.

Labor Appeals To Senate To Roll Back Postage Increases

THE AFL-CIO APPEALED TO the Senate to roll back second-class mailing rate increases scheduled by the U.S. Postal Service that would multiply the cost of mailing union newspapers and publications of other nonprofit organizations by as much as 800 percent over 10 years.

Testifying before the Senate Post Office Committee, AFL-CIO Legislative Representative Kenneth Peterson noted that a 100 percent increase already in effect has forced some publications to suspend and warned that more casualties are expected when another rate jump takes effect in early July. "Time is of the essence," he said, urging Congress to act "with all possible speed."

Peterson, who was accompanied by John Barry, managing editor of the AFL-CIO News and secretary-treasurer of the International Labor Press Association, pointed out that 400 ILPA publications are in jeopardy.

"These publications have two things in common," Peterson said. "They are small and they are poor. Three fourths of them are financed entirely by membership dues. The 100 that do accept advertising as a matter of necessity do not get much of it and nearly all are afflicted with chronic financial problems.

"Unfortunately, the managers of the Postal Service appear to regard small, poor periodicals as nuisances to be eliminated. It imposed on them by far the heaviest proportionate rise for any type or category of mail."

Besides a 750 percent increase in the minimum second-class mailing rate for publications of nonprofit publications, Peterson pointed out, increases in pound rates will bring about increases of more than 800 percent for some publications.

"The basis for this sensational increase is a per-piece surcharge, over and above any other postage rate paid by publications in the nonprofit second-class category. . . . The surcharge is a capitation tax, one that means very little to large taxpayers but is catastrophic to small ones."

The result, he declared, "will be to silence minority voices unless they are rich. Not only are trade union publications bearing the brunt of this. Equally affected are church bulletins, the college alumni newsletters and the conservation people —and, yes, the Chambers of Commerce. All of these and many more are the part of the chorus of democracy. And all but the wealthy ones will be throttled by the postal rates presently scheduled."

Attend Your Union Meetings

OSHA Issues Booklet On Employer Training Responsibilities

A 28-PAGE BOOKLET TO help employers determine training requirements contained in federal job safety and health standards has been published by the Labor Department.

The publication, entitled "Training Requirements of the Occupational Safety and Health Standards," was developed to make employers aware of their safety and health training responsibilities under the Williams-Steiger Occupational Safety and Health Act of 1970.

The booklet, available at any of the 10 Occupational Safety and Health Administration (OSHA) Regional Offices, provides an index to the standards and an excerpt of standards pertaining to training.

While there are no separate OSHA standards on training, requirements for training are contained in many of the standards.

OSHA does not certify or approve training programs, but its personnel conducting compliance inspections of workplaces seek evidence that an employer has provided the training required in the standards, said Chain Robbins, Deputy Assistant Secretary of Labor and Administrator of OSHA.

"In the absence of specific training standards," he said, "the employer should be able to produce records showing that his employes have received training in those areas identified in the standards."

Robbins said OSHA also is developing specific guidelines employers may use to set up their own safety and health training programs.

OSHA Regional Offices are located in Boston, New York, Philadelphia, Atlanta, Chicago, Dallas, Kansas City, Denver, San Francisco and Seattle.

Carriers Seek Freight Rate Increase

THE RAILROAD INDUSTRY gave notice that it has asked the Interstate Commerce Commission for a general 5 percent freight rate increase except for shipments of recyclable goods.

In a petition filed with the ICC, 402 railroads—including all the major railroads but the Chessie System and the Long Island—emphasized that they "have sustained very large increases in their costs of providing service" and that "the financial condition of the railroads will not permit them to absorb all of these increases and still continue adequate levels of service to the public."

The railroads pointed out that, although traffic is presently at record levels, "earnings have only made a modest improvement and remain quite inadequate to enable the industry to rehabilitate, modernize and expand its services in line with public needs."

The petition added that "no increase in net operating income is expected to result from the increase proposal inasmuch as the expected revenue yield is far short of the increased costs already experienced."

Delay or denial of the request for the rate hike, the railroads told the ICC, "will definitely impair the ability of the carriers to provide the safe, adequate and efficient service that available technology permits."

Equipment obligations have risen by $2 billion in the past 10 years, the railroads noted, while interest charges and equipment rents doubled over the same decade. The increasing cash demands to cover these past obligations "constitute an even more severe restraint on the ability of the railroads to undertake new projects and obligations," the industry's petition said.

In addition, capital expenditures for additions and improvements to equipment, roadway and structures continued the pattern since 1963 of exceeding cash flow, the railroads stated, adding that, "as noted by the Commission, this long-time pattern severely limits the railroads' ability to incur additional debt."

Even if the proposal is approved and fully applied, the railroads explained, it would only provide $220 million yearly to Eastern roads, $108 million to railroads in the South and $291 million to those in the West—a total of $619 million.

The railroads noted, however, that the proposed rate hike "is cost-justified and does not reflect future inflationary expectations."

They also emphasized that the increase "will fall far short of achieving the minimum rate of return needed to attract capital at reasonable costs and one that will not impair the credit of the carriers." The railroads said they have calculated the new rates "would produce a return of less than 3 percent," while they actually need rates of return ranging between 7 to 10 percent.

The proposed increase "falls so far short of the cost increases it is intended to help meet that no increases in productivity could close the gap," the railroads said.

And as long as the railroads continue to earn an inadequate rate of return, "there can be no justification for maintaining that low level of earnings by denying an increase in rates to partially offset increased costs," they added.

The railroads also explained that the increases on other than recyclable goods "will neither actually nor potentially significantly affect the quality of the human environment, but stand instead to provide environmental benefits."

"This is my husband . . . His union just won a retroactive pay raise!"

William F. Betts, vice president of economics and finance for the Association of American Railroads, pointed out in a statement accompanying the railroads' petition that, "despite record traffic and an unprecedented demand for railroad services," the industry's earnings "remain on the whole near all-time lows, and even the better-earning districts have barely reached levels previously recognized as substandard and inadequate."

He emphasized that railroads "will never be able to meet their share of the nation's transportation requirements if they are to be denied needed rate increases on the basis of hopes or expectations that increased costs may be offset by increases in either productivity or tonnage."

Mr. Betts explained that, since the railroads' last rate increase last year, cost escalations for the industry have come to $930 million. Of that amount, $638 million represents wage increases that became effective on and since October 1, 1972, nearly 80 percent of the total. In addition, increases in fuel, material and supplies as of January 1 came to $98 million, while increases in payroll taxes come to $124 million. Other cost increases, including depreciation and retirements, state and local taxes, equipment rents and fixed and contingent charges come to $70 million.

Mr. Betts pointed out that a 7.3 percent freight rate increases would be necessary to produce $930 million—the amount of recent cost escalations—based on the present annual revenue level of about $12.7 billion.

In another statement, R. R. Manion, AAR vice president of operations and maintenance, said the "magnitude of the job confronting these railroads with respect to needed physical improvements and service improvements makes it abundantly clear that denial or delay of these increases will definitely impair the ability of these railroads to offer safe, adequate and efficient service."

Noting that the railroads "will be in need of vast and increasing amounts of money to acquire freight cars" in the future, Mr. Manion told the ICC that preparing for this year's level of traffic would have required between 75,000 and 100,000 more covered hopper and boxcars than were bought last year and would have cost the railroads between $1.5 billion and $2 billion.

"The railroads have a monumentally large job ahead of them to rehabilitate, modernize and expand their plant and physical facilities," Mr. Manion noted. "Their dedication to that job is clearly shown by the way in which capital expenditures in recent years have outrun cash flow items. The current increase in traffic and the long term projections make it evident that there is a public need to get on with the task."

"The need is now," he concluded.

The following are excerpts from statements to be filed by railroad chief executives accompanying the railroad industry's proposal for a 5 percent freight rate increase:

ALAN S. BOYD, President, Illinois Central Gulf—The proposed 5 percent freight rate increase is vital to the financial health of the Illinois Central Gulf Railroad. Prolonged inflationary pressure is a major reason necessitating this increase. Compounding the importance of the increase, however, is a continuing industry-wide record of inadequate earnings that is jeopardizing the railroads' ability to provide efficient service.

REGINALD N. WHITMAN, President and Chairman, Missouri-Kansas-Texas—The rate increases authorized in 1972 have simply failed to keep pace with increased costs which the railroads were required to pay to furnish transportation to the public, and will be even less compensatory in 1973. . . . The key to better and improved service is largely dependent on expanded capital improvements, and those capital improvements cannot be obtained without the funds to pay for them. Only if the rate level is raised sufficiently to make such funds available—over and above current operating expenses—will the railroads be able to afford those necessary capital improvements and the improved service which will follow.

GREGORY W. MAXWELL, President, Erie Lackawanna—We have carefully examined the alternatives of increased freight rates and the possible impact this might have on our ability to attract competitive traffic to our rails with the other alternative of not being able to adequately upgrade our rail property and consequently improve our service or provide sufficient equipment to meet the needs of our customers. If we cannot do these two things, we will not be able to attract or to keep any competitive traffic on our rails. A denial of this proposed increase would cause a deterioration in Erie Lackawanna's cash position which would seriously impair its ability to provide essential rail transportation services to the shipping public, and further would impede Erie Lackawanna's efforts to effect a successful reorganization within a reasonable period of time.

ROBERT W. DOWNING, President and Chief Operating Officer, Burlington Northern—We desperately need for ourselves and other roads the increased earnings a 5 percent raise in freight rates will produce so that service may be improved, facilities and equipment repaired, and further equipment ordered. . . . Failure to promptly authorize the requested increase can only accelerate the unfavorable financial trends . . . which in turn can only lead to increased public criticism, further cutbacks in operating expenses and our capital budget resulting in deterioration of service to our customers, and postponement of essential expenditures for the protection of the environment.

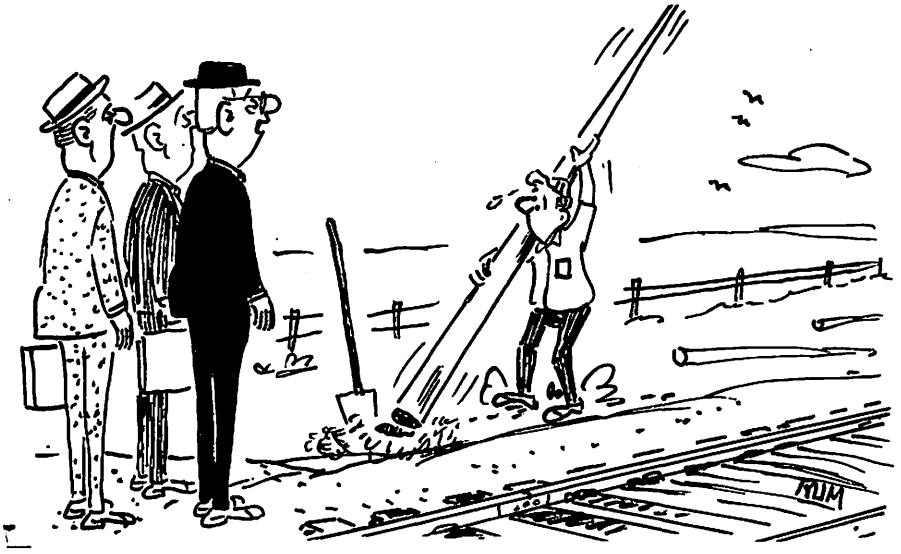
JOHN F. NASH, Trustee and Chief Operating Officer, Lehigh Valley—It is far from certain at this writing that the Lehigh Valley Railroad is going to escape liquidation. Conceivably, this increase might just make the difference. In view of wage and other cost increases, this proposed 5 percent is now indispensable.

W. THOMAS RICE, President and Chairman, Seaboard Coast Line—If the rate increases are denied, earnings will be far below the level necessary for continued revitalization of either our railroad or the industry which, in my opinion, is required by both the present and future public interest. Thus, the rate increases . . . should be approved as quickly as possible if we are to avoid a regression in the progress accomplished during the past few years.

E. SPENCER MILLER, President, Maine Central—If we are to remain a solvent and viable railroad, provide the shipping public and the industries located in our territory the service they require, the freight rate increase sought in this proceeding must be granted forthwith. Inability of this railroad to obtain the benefits of the proposed rate increase may well cause it to suffer the plight of other railroads in the Northeast which in recent years have incurred operating deficits and all the corollary difficulties and dangers, including bankruptcy.

PAUL W. CHERINGTON, President and Chief Executive Officer, Boston and Maine—Unless the freight rate increase requested . . . is authorized, B&M would have to downgrade some of the essential transportation services which it now renders in order to prevent further cash drain from its operations.

CARL B. STERZING, JR. President, Delaware and Hudson—It is imperative from the standpoint of



"We'd get another man to help you, but the budget allows for only one man on this territory."

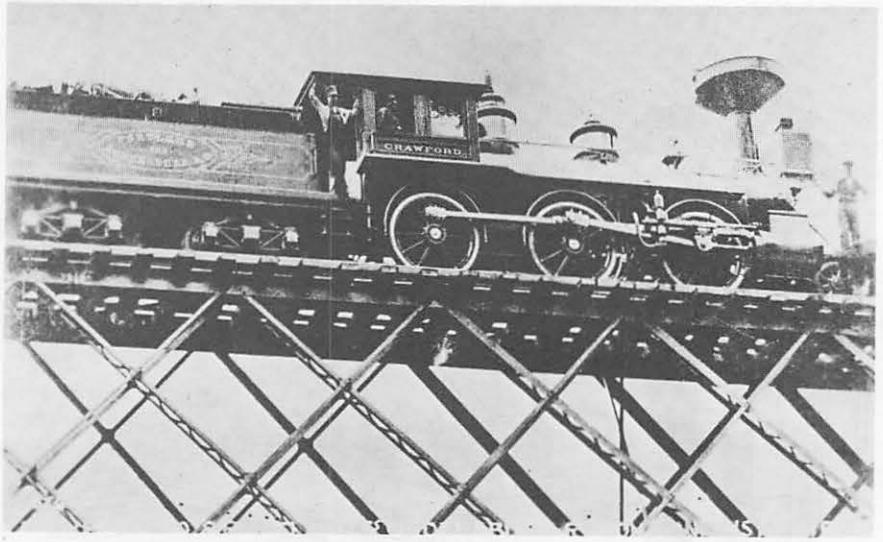
the Delaware and Hudson Railway that the railroads be granted the 5 percent increase in freight charges requested in these proceedings. . . . Operations during 1973 have been continued at a level considered to be safe and which is considered to be responsive to current transportation needs. It is unlikely, however, that D&H will be able to continue to meet the transportation needs of the economy unless it can produce sufficient net income to allow it to upgrade its property and equipment.

WILLIAM J. DIXON, President, Chicago, Rock Island and Pacific—The Rock Island Railroad and the industry desperately need capital improvements to restore railroad service to former levels. . . . Proceeds of the proposed increase will largely be immediately devoted to upgrading and maintaining the Rock Island Railroad's rights of way. The additional funds are needed now. This is not only an emergency, it is a dire emergency.

JOHN P. FISHWICK, President and Chief Executive Officer, Norfolk and Western—The need for additional revenue is as urgent as it is obvious. . . . Everyone recognizes that some railroads are worse off than others, but none can deny that all railroads suffer serious disabilities by the failure of revenues to increase even commensurately with costs. In this context, and especially where the proposed increase on its face will not do more than partially offset increased costs, the obligation of this Commission is to permit this revenue request to become effective with the least possible delay.

WORTHINGTON L. SMITH, President, Chicago, Milwaukee, St. Paul and Pacific—The Milwaukee has been engaged in vigorous and continuing programs to reduce its costs and increase its traffic. In spite of these efforts, however, the railroad has been considered a marginal carrier in recent years and urgently needs the additional revenues which can be generated from the proposed increase in freight rates and charges. . . . In order to obtain the additional equipment it needs and to make the necessary improvements to its existing road and equipment, the Milwaukee Road must increase its level of income. Some of these essential programs will undoubtedly have to be cut back or eliminated if additional revenues are not immediately made available to the railroad.

W. GRAHAM CLAYTOR, JR., President, Southern Railway — Southern and the other railroads of the nation are faced with the absolute necessity to modernize and improve their physical plants to serve the nation's rapidly expanding economy. . . . We must, if we are to remain viable, be in position to meet those demands and the only way that can be done is with increased revenues and increased cash flow. . . . Without the additional revenues, all railroads . . . are going to have to defer or prune programs and if that becomes necessary, service will most certainly suffer. If will certainly not improve.



A Woodburner of Yore

Here's another flashback into railroading of a bygone era. The photo shows an old woodburner on an old rail span. The locomotive was built in 1875 and operated on the Portland & Ogdensburg Railroad, now part of the Maine Central. The bridge was known as a Frankenstein Trestle. (Photo courtesy the Maine Central.)

Nixon Picks Two More Top Labor Department Officials

PRESIDENT NIXON HAS ANnounced his intention to nominate Richard F. Schubert as Under Secretary of Labor and Bernard E. DeLury as Assistant Secretary of Labor for Employment Standards.

Schubert was Solicitor of Labor from October 1971 until returning to the Bethlehem Steel Corp. Feb. 1 as Assistant to the Vice President for Industrial Relations.

DeLury has been Deputy Industrial Commissioner for the State of New York since November 1971. He was supervisor of the Security Benefits Fund of Local 831, Uniformed Sanitationmen's Association before joining the New York Labor Department in 1967 and has also been an apprentice, journeyman and foreman Lather.

Schubert, as Under Secretary, will hold the second highest position in the Labor Department and will serve as Acting Secretary of Labor in the absence of Secretary Peter J. Brennan.

Schubert joined the Labor Department in March 1970 as executive assistant to then- Under Secretary James D. Hodgson. When Hodgson became Secretary of Labor in June 1970, Schubert continued as his executive assistant until being named Solicitor of Labor.

Before coming to the Labor Department, Schubert had been Assistant Manager of Labor Relations for Bethlehem Steel since September 1966. From June 1966 until joining Bethlehem Steel, he was a labor arbitration attorney.

A native of Trenton, N.J., Schubert was graduated cum laude from Eastern Nazarene College, Quincy, Mass. He received an L.L.B. Degree from Yale Law School in 1961. He was admitted to practice before the United States Supreme Court in 1971.

DeLury, who served his apprenticeship with Local 46 of the Wood, Wire and Metal Lathers International Union, AFL-CIO, has also been an Assistant Industrial Commissioner for the State of New York, serving in the New York metropolitan area. He held that post from 1970 to 1972.

A native of Brooklyn, N.Y., DeLury was graduated from Delehanty High School and St. John's University. He is a candidate for a Master's Degree in sociology from Long Island University.

By SIDNEY MARGOLIUS, for The Signalman's Journal

New Commission Needs To Move On Product Hazards

IT TOOK PRESIDENT NIXON over five months to appoint the new Product Safety Commission when it should have been done in one month, and the new commission is noticeably lacking in experienced consumer representation.

Still, however it is composed, the new commission needs to get moving. Some of the newer products on the market such as minibikes have introduced new hazards while some of the older ones are proving to be hard to correct, as in the case of flammable fabrics.

Two of the new commissioners about to assume a leading responsibility for the public's safety have engineering training, which is useful. These are Richard Simpson, the chairman, who has been acting assistant Secretary of Commerce for scientific affairs, and Lawrence Kushner, acting head of the National Bureau of Standards. But two others have no experience in product safety. One is Barbara Franklin, a White House staff assistant who previously worked for a big New York bank and is considered to be the White House's pipeline so the Administration will know what's going on in the commission. The other is Constance Newman, a lawyer and former head of Vista, an agency that recruits volunteers to work with low-income groups.

The fifth opening, earmarked for a Democrat, had been offered to a lawyer who had been chairman of "Ohio Democrats for Nixon" in 1972. He refused so the post is still open.

The full extent of the injuries related to product safety is coming to light through the National Electronic Injury Surveillance System (NEISS) recently established by the Food and Drug Administration. NEISS gets daily reports from a sample of hospital emergency rooms through touch-tone phones linked to a central computer. Some safety experts had insisted that such a national survey could never be done. But it has been done and it can be useful to you as well as to manufacturers and regulators to know where most household and recreational injuries occur.

The latest report shows that most injuries requiring emergency treatment occur in team sports, which is predictable enough. Others of the most frequent causes, in descending order, are stairs and railings; cutlery and chopping devices; doors and hardware; windows and glass panels and doors; bikes; glass bottles and jars; metal and self-opening containers; ladders; manual tools; playground equipment; razors and shavers; skates and skate boards; drinking glasses; pens and pencils; bath and shower structures, and fences.

YOUR MONEY'S WORTH
by Sidney Margolius
APPLIANCE SERVICE
IS A FREQUENT CAUSE OF COMPLAINTS.
SOMETIMES CONSUMERS FIND THEY CAN'T GET SATISFACTORY REPAIRS. EVEN WHEN APPLIANCES ARE STILL UNDER WARRANTY. IN SUCH CASES, YOU MAY BE ABLE TO GET HELP IN RESOLVING THE DISPUTE FROM THE MAJOR APPLIANCE CONSUMER ACTION PANEL, 20 N. WACKER DR., CHICAGO, ILL. 60606
WARRANTY SERVICE?
BUT STUDY YOUR INSTRUCTION BOOKLET. SOMETIMES NEEDLESS SERVICE CALLS ARE MADE BECAUSE PEOPLE AREN'T SURE HOW TO HANDLE THE EQUIPMENT OR FAIL TO GIVE IT THE REQUIRED CARE IN CLEANING LINT TRAPS, FILTERS AND DUST BAGS, OR AVOIDING OVERLOADS.
GIVE YOUR DOLLAR MORE POWER
WHEN YOU SHOP FOR WOMEN'S AND CHILDREN'S APPAREL INSIST ON THE LABEL AT THE RIGHT. AT THE LEFT IS THE LABEL OF THE INTERNATIONAL STEREOTYPERS AND ELECTROTYPERS UNION OF NORTH AMERICA

In power tools, the chief threat appears to be power saws, the NEISS data indicate. In the Kitchen, be careful when using portable appliances. They are the leading cause of injuries there, followed by irons and refrigerators. Your TV set can be dangerous too. It leads in the rate of injuries caused by home entertainment devices.

In home maintenance products, the greatest threats are caustic cleaners and solvents; gasoline, kerosene and paint removers, and bleaches and dyes.

Garden tools and power mowers are another leading source of injuries.

Minibike Injuries

The NEISS estimate is that already there are about 63,000 minibike-related injuries treated each year in hospital emergency rooms, about half involving children 10 to 15.

The Bureau of Product Safety warned that lack of safety devices or defective and poorly-constructed components were involved in about one-third of 21 incidents investigated in depth. In four cases, double riders were involved; and in three cases each, ground obstructions and skidding.

Clothing Fires

Additional efforts to provide flame-retardant apparel are required if the tragic number of deaths and injuries from such fires is to be significantly reduced, the National Safety Council has warned. Howard Pyle, Council president, states that 1,500 lives were lost and some 100,000 persons suffer disabling injuries each year from clothing fires. Most are children or elderly and disabled persons.

A federal standard has been adopted that will bar sale of kids' sleepwear up to size 6X (age 6) failing to meet new flammability standards after July 1973. Another proposal may extend similar restrictions through size 14. But sleepwear represents only part of the problem, Pyle points out. He has urged the apparel industry to voluntarily produce flame-retardant clothing.

Campaign To Improve Railroad Track And Roadbed Announced

A CAMPAIGN TO SEEK "vast improvements" in railroad track and roadbed was announced by the National Association of Railroad Passengers.

Anthony Haswell, chairman of NARP, said "If rail passenger service is to be operated at speed, comfort and dependability levels which will attract patronage in competition with other modes, well-maintained track and roadbed is absolutely essential."

Mr. Haswell outlined the association's actions in support of track and roadbed improvements and upgrading of Amtrak service.

"The Department of Transportation report on Amtrak was, in general, very good," Mr. Haswell stated, "but without improving track and roadbed, much of the money spent on Amtrak is actually wasted."

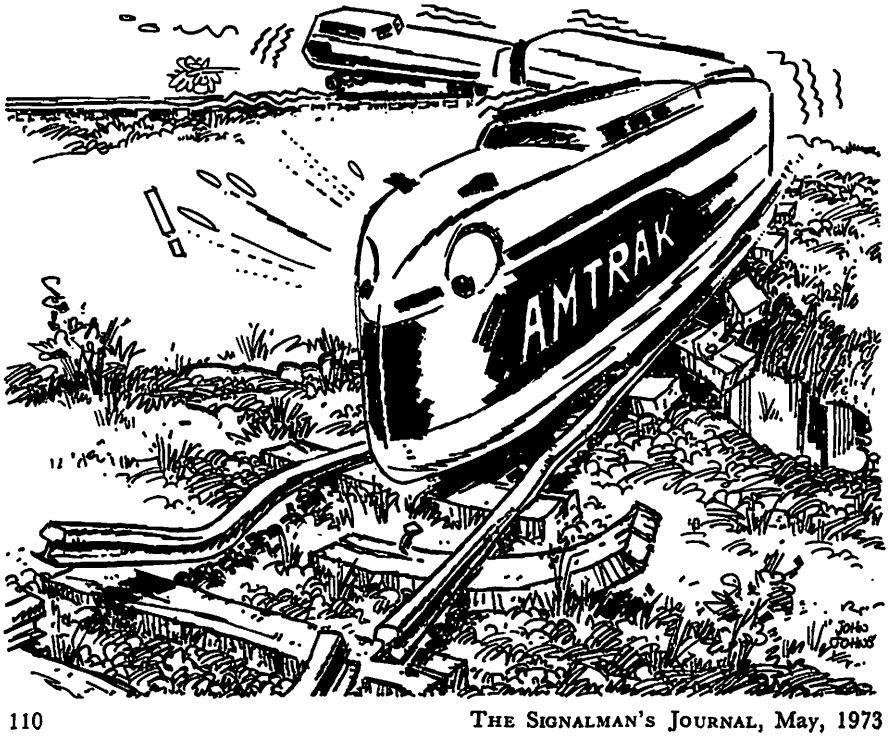
"At the present time, as a consequence of track and roadbed deterioration, ride quality of passenger trains on several Amtrak routes has declined to the point where almost the only people who will ride trains are pass holders, railroad enthusiasts, and those with an absolute mental or physical aversion toward air travel," Mr. Haswell stated.

"Track and roadbed improvement is imperative if such service is not to be discontinued.

"Outside the Northeast Corridor, the Penn Central allows a maximum top speed of 70 miles an hour. On the important line between Chicago, Indianapolis, Cincinnati, and Louisville, there are many stretches with 'slow orders' limiting train speeds to 30 miles an hour or less. The main line of the Illinois Central Gulf between Chicago and New Orleans is limited to 70 and also is picketed with much more restrictive slow orders. The main line of the Burlington Northern between Chicago and Denver is becoming increasingly rough-riding and derailment-prone.

"An obvious consequence is that passenger train schedules over these routes are significantly slower than in years past—in some cases, far slower.

"The government must require all railroads to maintain their main lines to standards sufficient for smooth, dependable operation of freight trains at 60 miles an hour, and should provide for financial assistance for those roads unable to meet such standards from their own resources. If this is done, passenger trains could be operated at speeds of 80 miles an hour; Federal Railroad Administration track safety regulations allow passenger train operation at speeds up to 80 miles an hour on any track maintained for freight train speeds of 41 miles an hour or over. And if Research and Development progress results in locomotives with a 'feather touch' on the track, these speeds could be increased to 90 or 100," Mr. Haswell predicted.



50-Mile Speed Limit Suggested To Conserve Gas

A FEDERAL OFFICIAL SUGgested yesterday highway speed limits to 50 miles an hour to curb gasoline usage. Darrell M. Trent, acting director of the Office of Emergency Preparedness, told a conference in New York City that "localized shortages" of gasoline could occur and added: "The automobile is much less efficient at high turnpike speeds, and reducing average speeds by 20 miles per hour could save 15 to 20 percent in gasoline per car."

Trent also said that government and industry in areas threatened by possible gas shortages should discourage the unnecessary use of automobiles and encourage car pools. He noted that gasoline stocks traditionally increase during winter and spring and decrease during summer, when more people take to the highways, but said last winter's growth fell short of expectations.

Trent said the OEP can order federal gasoline rationing only when the national security is threatened and does not now have authority to ration gas because of local shortages.

The New Careers Program, administered by the Manpower Administration of the U.S. Department of Labor, opens up new types of jobs to the poor and unemployed. Enrollees in the program are trained as assistants to teachers, nurses, librarians, and other professional workers.

Source of Insanity

After long years of research, psychiatrists have found that insanity is hereditary.

Parents catch it from their children.

Devils Advocates

Commenting on how long it takes the National Railroad Adjustment Board to come to a decision after a union has filed a claim, a union member was heard to comment, "The NRAB does not conduct hearings. It holds autopsies."

(Cont'd from page 94)

work. The narrow streets are laid out much as they were in 1722, and the low buildings and balconies ruffled with lacy ironwork now house great restaurants, renowned bars and intricate little shops.

It's an easy city to get around in. Many points of interest are compressed into a relatively small geographical area. Walking is a popular means of seeing New Orleans, but for those who want to ride, there is the St. Charles Street car.

On St. Charles Street, just a few blocks above Lee Circle, the streetcar is an inexpensive way to see the uptown district for only fifteen cents.

If you walk through the French Quarter (or Vieux Carre), the real birthplace of New Orleans, you'll want to browse through many antique shops on your way to dinner at any of the really superb restaurants scattered through the Quarter. You will nibble on a luscious praline or sip a mint julip in an ancient courtyard. Dinner will be an epicurean delight no matter which of the city's fine restaurants you choose. Creole food is in a class by itself, and New Orleans is known the world over for the excellence of its food. Many of its restaurants are internationally famous.

But fine foods in New Orleans isn't restricted to fancy Creole and French cuisines and elegant French restaurants. Enjoy red beans and rice at a corner walk-in, or stop for a po-boy or muffuletta sandwich. Oysters are everywhere—fresh Louisiana oysters, on the half shell, fried and stuffed on a loaf sandwich with hot sauce, or elegantly prepared a la Rockefeller.

And then there's all that jazz. Here's where it was born, back at the turn of the century. Step into the quaint Jazz Museum and dig the best of some of the great kings of jazz: Buddy Bolden, "Jerry Roll" Morton, Bunk Johnson, "King" Oliver, Sydney Becket, "Kid" Ory, Fate Moroble and Louis Armstrong. Or catch Al Hirt and Pete Fountain for something a bit more up to the minute. Pete Fountain with his clarinet and Al Hirt and his horn are both "at home" in their night spots.

Jazz, not only the Dixieland jazz, can be heard in all parts of the city, clubs, and in the suburbs also, featuring names to be enjoyed. It is also served up in many ways. Sponsored by the New Orleans Jazz Club, the elegant Grand Salon of the Royal Orleans Hotel presents a Sunday afternoon series. It is usually a summer series.

Here's a typical courtyard in the New Orleans French Quarter . . . but looking for all the world like a scene in Spain. Both French and Spanish architecture have influenced New Orleans building.

On Bourbon Street you'll find the hot dog man wheeling his colorful cart and the arresting aroma of fresh corn cooking at the vendor down the street. Drink as you stroll —it's the thing to do when you're in the French Quarter.

In the evening the street is closed off to traffic except for a horse drawn buggy clip clopping by, showing off the neighborhood to visitors. People take to the street, stopping to lend an ear to some real cool jazz, and further down the street couples stop to look at a live model pretending to be a window mannequin.

A "must" for visitors to New Orleans is a drive across the Lake Pontchartrain Causeway. This impressive one-way two span structure, connecting the north and south shores of 610 square-mile Lake Pontchartrain, has the distinction of being the world's longest bridge—exactly 23.83 miles.

Motorists driving across the all-concrete bridge will, except on the clearest days, find themselves out of sight of land at the half-way point, their only companions a passing motorist, white sea gulls dipping over the water of the lake or nearby boats.

The causeway connects Jefferson Parish adjoining New Orleans with St. Tammany Parish, a resort region of sand beaches, picturesque rivers and bayous. The causeway, major link of the 35-mile-long Greater New Orleans Expressway, is a direct north-south thruway route into the metropolitan New Orleans area.

Shopping in New Orleans, the city with the fashion message that has designers, merchants and other local people, who are all involved with the fashion picture from every aspect, and would like nothing better than to share it with you.

Shopping means walking, so slip into real comfortable shoes, no point in getting overtired. There is always a plentiful supply of Guest Informant's Maps and Guides at the hotel for maximum help for your foray into this fascinating city.

The Convention opening date of

The Steam Ship President, largest side wheel sightseeing steamboat in the world, takes a daily 2½ hour, 30 mile tour of New Orleans' famous harbor on the Mississippi River. The Port of New Orleans is the second largest port in the United States.

LONGUE VUE GARDENS, a privately owned estate in New Orleans, located within minutes of Canal Street, is one of the nation's great showplaces. Here you walk through a series of five gardens, each with its own plan, color scheme, and personality. Fourteen fountains, statues, patios, pebbled walkways and 100 varieties of flowers add to the enchantment of this exquisite estate garden. Open daily 1:00-5:00 PM except Mondays and National Holidays.

July 23 is mid-summer and summer in New Orleans can hit you with a blast of hot air. However, one day it's balmy, tinged with delectable bit of coolness, the next—it's overwhelmingly hot. Then when you pull out sleeveless dresses (if they're the current style), light weight knits or other crisp weightless fabrics—you'll realize why Southerners are always pictured holding long, tall, cold drinks. But everything is beautifully air-conditioned: buses, cabs, stores, hotels, restaurants, movies, theatres, shopping center malls—so you don't have to wear wispy nothings unless you're planning to be outdoors doing a lot of walking in the French Quarter or sightseeing. And, it is a good idea, come nightfall, to have a little toss-on sweater or stole with you, if you're allergic to air-conditioning (but, no furs in the summer, please).

Cafe au lait . . . At a French Market coffee stand is a New Orleans favorite. Here the visitor can sit outside and watch the world stream by on fabled Decatur Street. The stands are open day and night. The one pictured here sits at the entrance to the New Orleans French Market. (Your Cafe au lait should always be taken with the famous French Market doughnuts.)

You'll be doing a lot of walking and the French Quarter does have many flagstoned sidewalks or "banquettes" to trip up unwary feet, so have at least one good, sturdy pair of shoes with you.

New Orleans is a big city, not a summer resort. Because of that eyebrows are raised at what is known loosely as "beach things," worn for street wear. They have been known to poke fun audibly at the female tourist in shorts, and despite the influence of the younger generation and the current inability to tell boys from girls, they prefer women who like the comfort of pants—to wear pantsuits or pants with tunic dress tops.

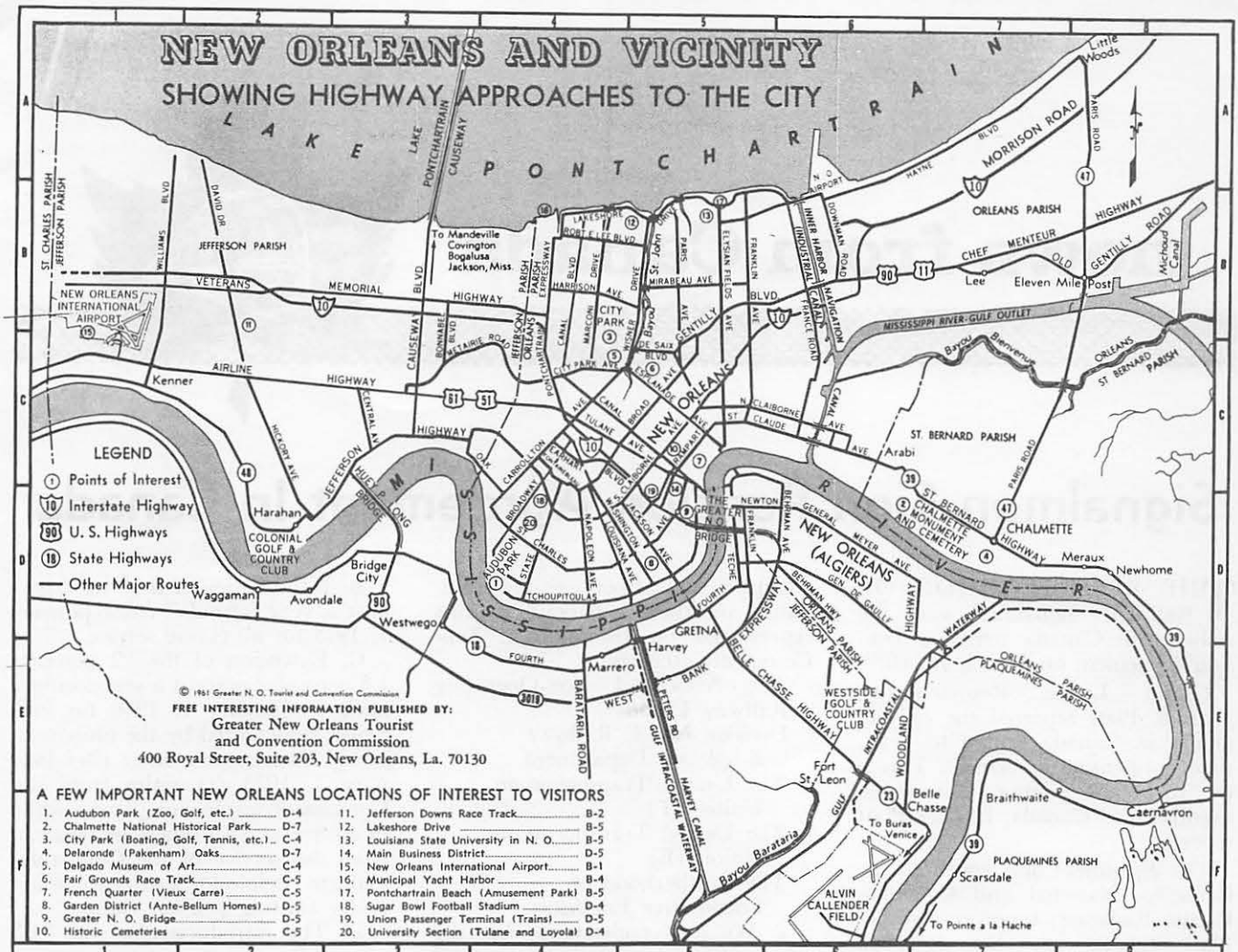
As for the men, even during the daytime, they will not be admitted in any good restaurant in shorts, but, in the sizzle of summer they can wear sport coats or sport shirts sans ties (at luncheon only).

Nighttime dining calls for your smartest cocktail clothes with men in business suits—every month of the year. (Business suits, of course, now include those super-smart blazers and sport jackets, but with shirt and tie). However, New Orleans realizes that fashion changes rapidly and many bans may be lifted by the time you visit.

The younger males in your family, who have become addicted to "sleeveless" suits worn with full-sleeved shirts, might not be turned away from one of their great dining establishments—even if, of necessity, he's tie-less.

Confusing, itsn't it? But, that's their territory, said to be—romantic, unpredictable, warm-hearted — always eager to welcome newcomers, but happier when these visitors follow their moves. A good rule of thumb; New Orleans like all large southern cities is not a provincial town! Dress as you would for a visit to any cosmopolitan area—but be prepared for violent and overnight changes from delicious cool days to humid summer. This weather can and does change from humidity, to thunder growls, to weak sunshine, to showers, to mugginess, and by the time you leave the hotel it may be blissfully cool!

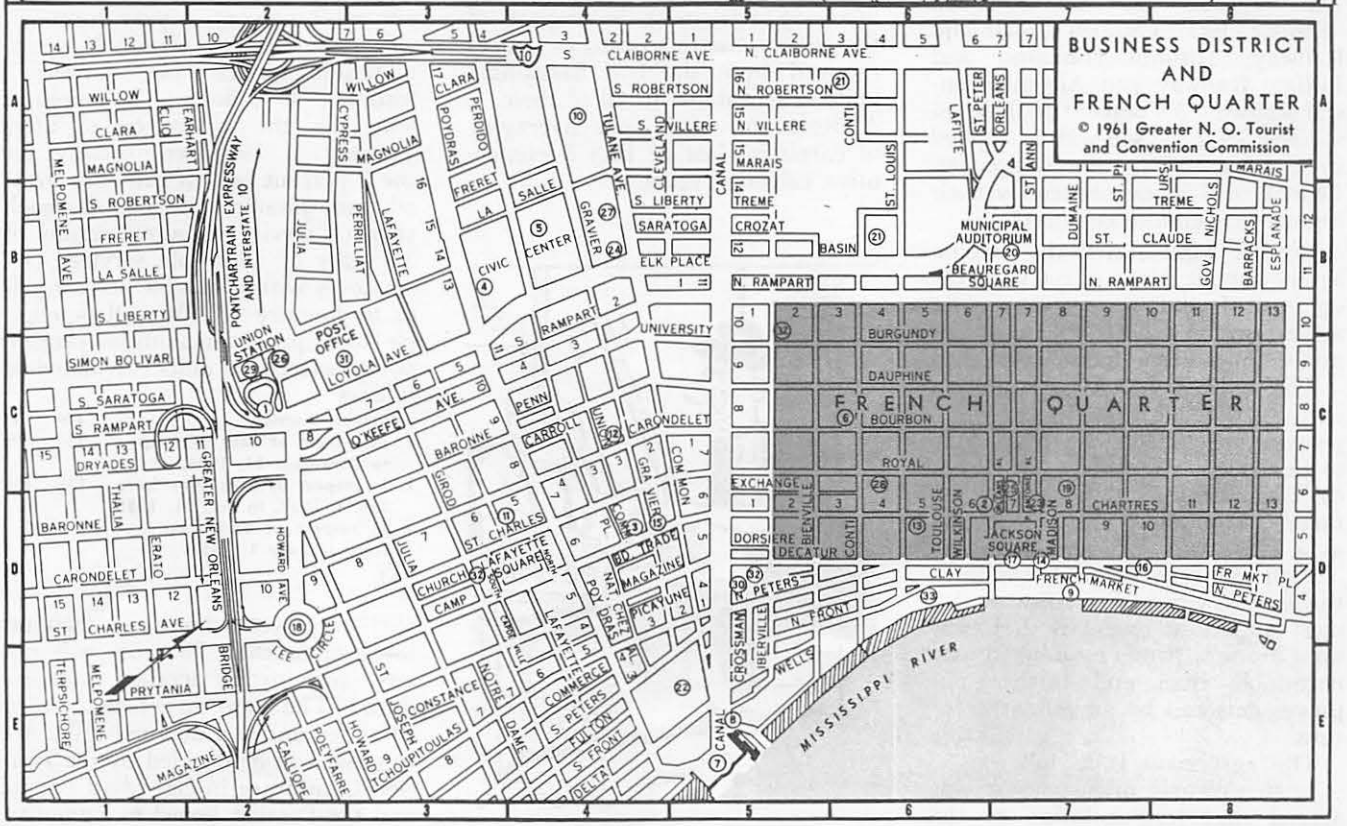
But—what if you go to New Orleans minus a few wearables—some of the country's finest fashion stores are there—and are quite able to help you fill in your wardrobes with anything from a bikini bathing suit for Susy to an elaborate ballgown for mother.



FREE INTERESTING INFORMATION PUBLISHED BY:
Greater New Orleans Tourist
and Convention Commission
400 Royal Street, Suite 203, New Orleans, La. 70130

A FEW IMPORTANT NEW ORLEANS LOCATIONS OF INTEREST TO VISITORS

1.	Audubon Park (Zoo, Golf, etc.)	D-4	11.	Jefferson Downs Race Track	B-2
2.	Chalmette National Historical Park	D-7	12.	Lakeshore Drive	B-5
3.	City Park (Boating, Golf, Tennis, etc.)	C-4	13.	Louisiana State University in N. O.	B-5
4.	Delaronde (Pakenham) Oaks	D-7	14.	Main Business District	D-5
5.	Delgado Museum of Art	C-4	15.	New Orleans International Airport	B-1
6.	Fair Grounds Race Track	C-5	16.	Municipal Yacht Harbor	B-4
7.	French Quarter (Vieux Carre)	C-5	17.	Pontchartrain Beach (Amusement Park)	B-5
8.	Garden District (Ante-Bellum Homes)	D-5	18.	Sugar Bowl Football Stadium	D-4
9.	Greater N. O. Bridge	D-5	19.	Union Passenger Terminal (Trains)	D-5
10.	Historic Cemeteries	C-5	20.	University Section (Tulane and Loyola)	D-4



LOCATIONS OF INTEREST—BUSINESS DISTRICT AND FRENCH QUARTER

1.	Bienville Monument (Founder of N. O.)	C-2	12.	Hibernia Bank Tower (View of City)	C-4	23.	Presbytere (Historical Museum) D-7
2.	Cabildo (Louisiana State Museum)	D-7	13.	Historical Pharmaceutical Museum	D-6	24.	Public Library B-4
3.	Chamber of Commerce	D-4	14.	Historic Pontalba House (Museum)	D-7	25.	St. Louis Cathedral D-7
4.	City Hall	B-3	15.	International House	D-4	26.	Tech-Greyhound Lines Bus Terminal A-3
5.	Civic Center	B-4	16.	Restored "Streetcar Named Desire"	D-7	27.	Trailways Bus Depot B-4
6.	Jazz Museum	B-7	17.	Jackson Square (Old Place D'Armes)	D-7	28.	Tourist and Convention Commission, 400 Royal St. C-6
7.	International Trade Mart (Observation Deck)	E-5	18.	Robt. E. Lee Monument	D-2	29.	Union Passenger Terminal (Trains) C-2
8.	Free Ferry Boat Across Mississippi	E-5	19.	Madame John's Legacy (Museum)	C-7	30.	U. S. Custom House D-5
9.	French Market	D-7	20.	Municipal Auditorium	B-7	31.	U. S. Post Office-Federal Office Bldg. C-2
10.	Hospital and Medical School Center	A-4	21.	Old Cemeteries	A-6	32.	U. S. Post Office-Branches B-5, D-3, 5
11.	Gallier Hall (Old City Hall)	D-4	22.	"Rivergate" Convention Facility	E-5	33.	Wharves and Docks D-6

news from Canada

Signalmen Sign Pension Agreement In Canada

THE BROTHERHOOD OF Railroad Signalmen and the railways in Canada signed a Pension Agreement on March 16, 1973.

Grand Lodge Representative John E. Platt reported the railway unions in Canada united to negotiate the pension agreement. This is the first time pensions have been negotiated in Canada, Brother Platt reported.

The agreement only mentions the Canadian National and Canadian Pacific Railways; however, Brother Platt reports on the so-called "Short-Lines," Ontario Northland Railway, Toronto Hamilton and Buffalo Railway and Algoma Central Railway. 3.9 percent of their respective 1972 payroll will be applied to the pensions by the companies. Benefits will be negotiated by their respective pension committees.

Brother Platt stated the pension agreement goes into effect with the signing of the respective master agreements and both will be retroactive to January 1, 1973.

The main point in the pension agreement is the extension of the 2 percent benefit formula retroactive to January 1, 1956, Platt stated. Local Chairmen will receive more detailed information on this subject at a later date.

Platt also reported, in his opinion, this is a very good agreement and a most important aspect is that pensions are now firmly established as a negotiable item and further improvements can be made in the future.

The agreement is as follows:

1. In previous discussions it was agreed that fragmentation of the pension plan on each of the railroads—CN and CP—was undesirable. And it was the hope that a common settlement on pensions could be reached between the Companies and the five bargaining units represented on the Pension Sub-Committee, that is

The Associated Non-Operating Railway Unions
Division No. 4, Railway Employes' Department
The United Transportation Union (T)
The United Transportation Union (E)
The Brotherhood of Locomotive Engineers

2. We now understand that the following settlement in respect of the pension matters raised in notices received from the five bargaining units is acceptable to all of them.

A. Retention of 5 year averaging of earnings—last or best 5 consecutive calendar years.

"Just a minute, Harris—I told you to take a poll of non-union labor—not a pole to them!"

B. Introduction of the "1.3-2 percent a year formula" from January 1, 1973 for all future service.

C. Extension of the "2 percent-1.3 percent-2 percent a year formula back to January 1, 1956 for employes represented by the aforementioned Unions, who, on or after January 1, 1973 (i) retire from the Companies' service; or (ii) die while in service; or (iii) otherwise separate from the service of the Companies and are eligible for a vested pension under existing pension rules.

D. The introduction of the "1.3 percent-2 percent a year formula" will include the maximum 35 years' allowable service "or equivalent" formula, as follows: (i) employes who join the service on or after January 1, 1956 will qualify for the 2 percent benefit rate (integrated from January 1, 1966) for each year of service to a maximum of 35 years of allowable service; (ii) employes with allowable service prior to January 1, 1956 will be eligible to acquire a maximum pension not to exceed 70 units calculated as follows:

Allowable Service	CN	CP
1. In respect of each year up to December 31, 1936.	1½	1⅛
2. In respect of each year from Jan. 1, 1937, to Dec. 31, 1955.	1½	1¼
3. In respect of each year from January 1, 1956.	2	2

CN

(iii) employes who have accumulated more than 70 units will not have such excess accrued units reduced. The date on which pension contributions and accrued units are to cease will be decided by the Pension Committee in Canadian Pacific and the Pension Board in Canadian National. (iv) pension contributions by employes shall cease to be payable at the dates indicated in (i), (ii) and (iii); (v) pensions

will be calculated on the average earnings of the last 60 months preceding retirement or age 65 or best 5 consecutive calendar years, notwithstanding pension contributions may have ceased to be payable under the above provisions; (vi) Canadian Pacific will provide for voluntary vesting in the pension plan upon service termination after 15 years' allowable service; such deferred pension payable at age 65 years.

E. Except for the above, pension rules as they exist will be applicable.

3. The Pension Benefit Improvements as just described will be incorporated in the package settlement to be negotiated with each of the bargaining agents.

4. In respect of the employes represented by each bargaining agent, the pension benefit improvements described in this statement will be implemented, with retroactive effect to January 1, 1973, following signature of the Collective Agreement or Collective Agreements to be made with each bargaining unit, except in the case of vesting on Canadian Pacific, which will become effective as of a date to be established by the Pension Committee of Canadian Pacific Limited.

5. We also note that the Pension Sub-Committee requests CN and CP to confirm that the rights, practices and privileges of the Pension Committee in CPR and the Pension Board in CNR remain unchanged by these negotiations. And we so confirm.

6. The Companies—CN and CP —request confirmation from the representatives of the Bargaining Agents, the CP Pension Committee, and the CN Pension Board, of their understanding and acceptance of this statement made by the Companies.

7. Confirmation of acceptance of this statement by the five bargaining agents meets Conditions 1 and 2 set out by the Companies in their offer on pension items dated March 7, 1973 and made to the Pension Sub-Committee on March 8, 1973.

Initialled at Montreal, Quebec, this 16th day of March 1973 in the presence of W. P. Kelly, Assistant Deputy Minister of Labour, and A. R. Gibbons, Director of Conciliation and Arbitration, Canada Department of Labour.

Brennan Urges Parties To Renew Efforts in Penn Central Dispute

SECRETARY OF LABOR PETER J. Brennan, in a report to Congress, has urged the United Transportation Union and the Penn Central Railroad to renew their efforts to settle the dispute over size of train crews.

Brennan submitted to Congress his report required by Public Law 93-5 on the status of negotiations. He noted that the parties had not yet reached an accommodation resolving the dispute but that direct negotiations are continuing.

It would be inappropriate to recommend congressional action at this time because it would only serve to interfere with the negotiations and Federal mediatory efforts to resolve the dispute, Brennan said.

Congress passed P.L. 93-5 on February 8, and the President signed it the next day to end a one-day strike by the UTU, called when Penn Central put into effect its plan to reduce the size of certain train crews. The legislation required the parties to maintain the status quo until May 9.

The law required Secretary Brennan to report by April 9 on the progress of negotiations and make any recommendations for a proposed solution which he deemed appropriate.

Fannin Has Four More Ways to Weaken Labor

ARIZONA'S REPUBLICAN Senator Paul J. Fannin, who has probably introduced more anti-labor legislation than any other member of Congress, is doing it again.

He is proposing four amendments to the National Labor Relations Act:

- Prohibit unions from protecting strikers by fining members who cross picket lines;
- Overturn a National Labor Relations Board ruling that in representation elections employers must turn over a list of employes to the regional director who, in turn, would make it available to the union to assure a fair election;
- In national emergency strikes, to extend the 80-day injunction until there is a settlement, and
- A secret ballot on petition of strikes for a vote to end a strike after 30 days.

In his latter proposal, Fannin said that "strikes are becoming not only more frequent but they are becoming more severe."

The 1972 figure, said BLS, was the lowest for any year since 1963.

Two Canadian BofRS Grand Lodge officers who recently retired were honored by many groups. Grand Lodge Representatives H. A. Stockdale, on left, and A. N. Cotton, on right, are shown above with gifts presented by their Canadian Brothers. Brother Stockdale retired upon reaching age 65, Brother Cotton due to ill health.

LOCAL LODGE NEWS

By, for and about B. of R. S. members

Canadian National

Toronto, Ont. (165). A retirement dinner and dance was held in honor of A. N. (Norm) Cotton on February 23, 1973 at the Holiday Inn, Toronto.

Brother Norm retired from Local 165 after over 35 years of railway service. He joined the signals in 1937 and was a helper in London, Ont. Brother Norm calls these the lean years as he was laid off for the winter months until 1939. During these years he worked many locations on the present Great Lakes area. It wasn't until 1944 that he became permanent maintainer on Toronto Terminals. In 1950 he bid the maintainer job at Port Credit and held that position until 1957 when he became the General Chairman in Canada. In 1965 he was appointed to the position of Grand Lodge Representative at Winnipeg. He held this position until his health failed and he was forced to retire December 31, 1972.

Brother Norm was honored by his wife Evelyn, daughter Mary (Mrs. Joe Rees of Mississauga), son Gordon and wife Mureen, brother Ralph of Scarboro, and lifelong friend Gordon Steele of Willowdale.

Brother Andy Gavine acted as master of ceremonies and has our sincere thanks.

Mr. N. D. MacDonald, regional construction supervisor of signals, presented Norm with a special C.N. designed pen set and mantel clock. Retired G.L.R., H. A. Stockdale, presented him with a membership pin from the Brotherhood. Norm's successor, Brother Bob Mitchell of Winnipeg, presented him with a beautiful engraved plague on behalf of the Canadian General Grievance Committee. It was my honor on behalf of Local 165 to present Brother Norm with a miniature train and signal. The lovely Vi Majury presented the gracious Mrs. Cotton with roses and a cameo brooch.

Norm's last official duty was to present retired Brother Scotty McMilland with a pin and honorary Pensioners' Membership Card. Andy Gavine closed the ceremonies by presenting Brother Norm with a large wallet from all the locals and his many friends.

During his many years and extended travels Brother Cotton made many friends and over 150 of them attended this memorable evening traveling from Edmonton, Alberta and Montreal, Quebec, celebrating and dancing until well after midnight.

R. E. Swan

Local 165 honored Brother Norm Cotton on February 23, 1973. Among the many gifts Brother Norm, on left, received, was a miniature train and signal presented by Brother Bob Swan, center, and Andy Gavine, on right.

Canadian National

London, Ont. (165). Local 165 held its regular meeting at the Holiday Inn, March 4, 1973. The meeting was opened by Chief Signalman J. D. Smith at 13:00 hours with 20 members present.

New member, D. F. Kruger, was given the obligation by J. D. Smith.

There was a discussion regarding technicians being held on call on general holidays and not receiving the extra eight hours pay. We are still awaiting a reply from Montreal.

We now have an agreement signed where it is possible for the gang men to bank time but this still requires the approval of the Labour Minister.

The white fleet test program was also discussed and it was felt it would not be successful on the Great Lakes. Each gang man would be given $9.00 per day on his pay check and be responsible for his own lodging and meals. This plan is strictly voluntary and all gang men were reassured of this fact.

The CPR maintainers are getting paid time and one half for accidents that are reclaimable with regards to crossing accidents. The CNR is looking into this for our maintainers.

Delegates to the New Orleans convention are A. J. Gavine and B. T. Holliday; alternates, J. Kutz and J. D. Smith.

It was the general opinion of this meeting that more Canadian news should be in the Journal.

Meeting adjourned at 1635 hours. The next meeting will be held in Toronto on May 27, 1973.

R. E. Swan

Erie Lackawanna

Canisteo, N.Y. (145). Deposit Local 145 held its regular quarterly meeting recently with the following members present when First Vice Chief D. Miller called the meeting to order: John Geisel, Robert LaFollette, Frank Stevens, Jack Fagan, Arthur Nattress, John Wal-

czak, Wilbur Pope, Adelbert Harmon, Nick Fili, M. Kittle, L. Leach, Walt Harmon and D. Graham. Officers present besides Chief Signalman Miller were Anthony Azzi, local chairman and J. Leach, recording secretary.

Also present were Vice President B. H. Steuerwald and General Chairman S. J. Muzi.

General Chairman Muzi explained the adverse guarantee claims for the protective rates and stated the accounting department will make a payment some time in March. He also read the agreement signed for payment of back claims and said he would make available a letter from the N&W regarding the interpretation of the guarantee agreement on that railroad.

A motion carried that the local withhold all further discussion on this subject until it has all of the information and an agreed to interpretation on the matter.

General Chairman Muzi discussed the vacation relief jobs in the Bison Yard and stated all claims had been forwarded to Grand Lodge for review as potential future NRAB cases.

Vice President Steuerwald explained the contents of our recent agreement and explained just what benefits our members would derive.

A motion that Local 145 send two delegates to the Brotherhood's 1973 Convention in New Orleans carried. A limit was set on the amount of money allowed each delegate for expenses and certain other conditions placed on each of the delegates elected.

The local, at this meeting, also took action to increase the salaries of the three local chairmen and the financial secretary. The increase is to become effective January 1, 1973 and was subject to the approval of the local chairmen elected from the Susquehanna and Scranton Divisions.

Many other subjects were discussed and several explanations were given by Brothers Steuerwald and Muzi.

J. H. Leach

Retired Signalman Now a Clock Repairman

A former member of Local 174, Brother Thomas E. Morgan, a retired signal maintainer, reports the clock business is thriving.

Brother Morgan who retired from the Chicago and Eastern Illinois Railroad Signal Department on December 3, 1965 was recently presented with a Brotherhood's 25-year continuous membership pin by Vice President M. B. Frye. During the ceremony in his clock shop Brother Morgan reported his old hobby had grown out of control and has become a thriving business.

Discussing his new business he said he repaired his first clock in 1915 when his mother allowed him to work on her broken clock. That work started him on a hobby of collecting and repairing old clocks. He and his wife traveled all over the country buying old clocks wherever they could be found. These clocks were repaired and those requiring it were refinished and added to his collection. All this took place while Tom repaired signals on the C&EI. He said he never saw a clock he couldn't fix.

Tom stated he began his first job on the old New York Central as a steam and pipe fitter at Elkhart, Indiana on January 1, 1917. He moved to the C& EI on August 7, 1922 and started as a signal helper at Chicago Heights, Illinois working for the large sum of 42 cents per hour. And Tom noted there were no fringe benefits except for free transportation or pass privileges at that time.

Promoted to a signal maintainer position on January 1, 1925 he received 70 cents an hour for this work. Two years later maintainers received a big increase amounting to 2 cents per hour, and for this money he traveled the entire length of the C&EI. Tom has covered every inch of this road and stated he enjoyed his work.

In 1928 he was promoted to general signal maintainer and paid a monthly rate of $189.80 and expenses while traveling. His expenses amounted to 35 cents for breakfast, 40 cents for lunch and supper, and $1.00 per night for a hotel room. He worked this position until 1947 when he went maintaining in Indiana. But this general signal maintainer position had too much attraction for him so he bid it in again in 1949 and worked it until he retired in 1965.

Tom makes his home at Milford, Illinois and reports he had a shop out in back of his home where he could do his clock repairing. After retirement he tried working as a security guard around Milford but being an old union man he had to quit this position when the boss became too demanding.

That led to Tom's opening of his clock shop, called the Tic Tock Clock Shop. Once word was out that an experienced clock repairman was available work came from all over. It has continued to increase until, as Tom stated, it has grown into a business that is almost out of control. Customers are bringing clocks in need of repair from many surrounding states.

Tom also was very proud of the alarm system that protects his home and shop. It is homemade from his knowledge of electrical signal systems and is one of the best burglar alarm systems available today.

He was happy to hear about the Signalmen's accomplishments regarding their recent wage settlement and asked to be remembered to all of his many railroad friends.

C&NW Signalman Gets Commendation

The Chicago and North Western Transportation Company recently gave a letter of commendation to Brother

Vice President M. B. Frye, on left, presented retired Brother Tom Morgan, on right, with a Brotherhood 25 Year Continuous Membership Pin on a recent trip to Milford, Illinois.

Retired Brother Tom Morgan, a former member of Local 174, took time to pose with a few of the clocks that make up his collection.

C. G. Jinkerson, a signal maintainer at Fairchild, Wisconsin.

Brother Jinkerson, a member of Local 168, observed a freight car with a hot box, stopped the train and reported the condition to the crew. Upon inspection the crew found they could not proceed with the bad order car and while setting the car out of their train found that the hot box had reached a point where a derailment was imminent. In fact, it was necessary to repair the car at the set out point before it could be moved.

The commendation from Trainmaster R. H. Byerly read, "I would like to express my sincere appreciation for a job well done when you were instrumental in preventing what most assuredly would have been a major derailment by assisting in stopping No. 490 at Fairchild, Wisconsin.

"Your action very probably saved our company thousands of dollars in damage not to mention delay to other trains, loss of customer good will, and possibly injury to one or more of our fellow employes.

Keep up the good work."

The Journal takes its hat off to Brother Jinkerson also. Its members like this Brother who keep signalmen right at the top when out on the tracks doing their never ending job.

Jud Poundstone Honored On Retirement

Homer, Ill. (55). Brother J. F. "Jud" Poundstone, former General Chairman of Local 55, retired on January 31, 1973 after 47 years and 5 months service on the Wabash and Norfolk & Western Railroads. Jud had worked as a helper, assistant, signal maintainer, test foreman, and for the last 10 years was signal shop foreman in Decatur, Illinois.

In all that time Jud never missed a day's work due to illness or accident. He can be very proud of a record like that.

Brother Poundstone was first elected general chairman in 1957 and represented signalmen in six states working on the former Wabash Railroad. Until 1967, Local 55 met monthly and General Chairman Poundstone and his wife Mildred would attend all meetings using passenger trains for their transportation.

When the meetings changed to every other month and passenger trains began to disappear, the Poundstones took to traveling by auto and piled up a total of 68,000 miles on union business.

Brother Poundstone's many friends and fellow workers honored Jud and Mildred on February 17, 1973 at a retirement smorgasbord held at the Scanda House in Decatur, Illinois.

The Poundstones' minister, Rev. Wedrock of St. Paul's Methodist Church, gave the invocation and spoke also of our late brother, Sam Martin, who had served Local 55 as financial secretary from 1960 to 1972, and was a close friend and traveling companion of Brother Poundstone. These two brothers and their wives made all meetings as well as all Brotherhood Conventions.

Brother Poundstone was given a gift wrapped in a blueprint, tied with train cord and labeled with a Wabash shipping tag that contained an action picture of two Norfolk & Western trains. The frame had an engraved plate with the date and other facts pertaining to Jud's union service. He was also presented with a color T.V. as well as letters of best wishes from Vice President-Labor Relations E. A. Manetta, N&W, and President C. J. Chamberlain, Brotherhood of Railroad Signalmen. Both expressed regrets that they could not attend due to previous commitments.

Mrs. Poundstone was presented a corsage of roses and carnations. Jud's daughter flew in from Texas as a surprise to him just before the dinner.

Among the many honoring Jud at the dinner was Mr. Jim Tilton, assistant regional engineer, St. Louis, who saluted Jud's integrity, honesty and dedication to his job and union work.

Retired General Chairman J. F. "Jud" Poundstone was honored on January 31, 1973 when he retired after 47 years of service on the Wabash Railroad. Brother Poundstone, in center, was honored by his many friends and brothers who presented him with several gifts.

Local 55, its officers and members, join Brother and Mrs. Poundstone's many friends in wishing both many years of healthy and happy retirement in Bull Shoals, Arkansas where they have purchased property and plan to fish, garden, watch T.V. and just enjoy life taking it easy.

P. E. Stevens

Santa Fe

La Junta, Colo. (161). Brother William H. (Bill) Mitchell closed a railroad career that spanned 36 years on January 31, 1973 when he retired as CTC maintainer from the Santa Fe.

Brother Mitchell was honored by his many friends and fellow workers at a dinner held on Saturday, February 3. He was presented gifts by the members of his local and carrier officers in appreciation of his service with the Santa Fe Signal Department.

Attending the dinner were: Bill's wife, Mrs. Mildred Mitchell; daughters, Mrs. Katherine Gamble and Julia Golden; and Vera Mitchell, Fort Collins. Also, Signal Inspector and Mrs. J. M. Cromie; Signal Inspector and Mrs. J. B. Sitton of Rocky Ford; Signal Inspector H. H. Sparks of Las Vegas, N.M.; and Signal Maintainer and Mrs. R. F. Prather of La Junta. Several supervisors and their assistants also attended.

Brother Mitchell began his railroad career in the Santa Fe Signal Department as a signal helper at Las Animas in April, 1929, but resigned to return to his native Missouri to attend college and was graduated from Central Missouri State Teachers College in 1934. He then returned to Colorado and was once again hired as signal helper.

The war years of 1942 to 1946 were spent in military service and Brother Mitchell, upon his discharge in 1946, returned to the railroad as a signal maintainer at Garden City, Kansas. He also worked as signal foreman from 1947 to September 1950, when he was assigned as signal maintainer at La Junta, where he remained until retirement.

The officers and members of Local 161 join Brother Mitchell's many other friends in wishing Bill and Mildred many years of healthy and happy retirement.

W. B. Harwell

B&O

Hagerstown, Md. (31). The regular quarterly meeting of Local 31 was held in Baltimore, Maryland on March 25. The meeting was opened by Chief Signalman E. L. Cowgill at 10:05 a.m. with 34 members present.

Also attending were Vice President W. D. Best from Chicago and General Chairman J. R. McDonald. A roll call of officers showed five present.

Minutes of the Clarksburg, West Virginia meeting and the special meet-

ing held at Cumberland, Maryland were read and accepted by this meeting.

Three new members: Brothers Roger D. Ware, Arnold Bilotto, and Charles Kumet were accepted at this meeting and given the obligation by Vice President Best. Three other new members, accepted earlier, also took part in this ceremony making a total of six that received their obligation at this meeting.

Brother B. L. Cowgill reported eight men will be paid twelve hours each for the crossing protection installed in the B&O yard at Cumberland, Maryland.

Several grievances were brought to the floor, discussed by the meeting, and explained by General Chairman McDonald. A general discussion on how to file a claim and who should file the claim was most interesting.

Vice President Best was then given the floor to discuss contractors doing signal work at various locations prior to the railroad purchasing the right-of-way. Brother Best's knowledge on this subject was very helpful to all those attending this meeting.

Brother Best also discussed the finances of the B&O General Committee, local funds, and explained why these two bodies need an increase in funds. This subject was very well discussed and after several motions and amendments to the motions, final action was taken at this meeting to set the local's dues at one day's pay per quarter rounded off to the nearest whole dollar. This motion carried on a secret ballot and the dues increase became effective April 1, 1973.

A motion to send two delegates to the Brotherhood's Convention in New Orleans, La. carried. These delegates and their alternates will be nominated and elected in time to attend the Convention on July 23.

The meeting closed at 2:00 p.m.

Stanley R. Brooks

Leo Robinson RRB District Manager Retires

THE LAST MEMBER OF THE Brotherhood of Railroad Signalmen holding an important position with the Railroad Retirement Board retired March 1, 1973.

Brother Leo R. Robinson, a member of Local 142, retired after 34 years of service with the Retirement Board and 15 years of service as a signalman in the railroad industry. Brother Robinson had been serving as District Manager of the RRB Decatur office since 1945 and had many friends in that area.

Leo, who was well-known to signalmen in the midwest, attended many signalmen local meetings and was always active and willing to give his time, service and knowledge, when requested. His assistance and dedication to his fellow railroad brothers was noted by the large crowd who attended a retirement dinner in his honor.

The dinner was held on Tuesday, March 13, at the Holiday Inn, Decatur, Illinois and the large attendance of Railroad Retirement Board personnel, Labor representatives and Leo's many friends, were a tribute to this fine man.

Mr. A. A. Lazzari, RRB Regional Director, acted as Master of Ceremonies and with the assistance of Leo's many friends was able to "roast" this brother about his many accomplishments over the years.

Vice President M. B. Frye represented our organization and presented Brother Robinson with a 25-year continuous membership pin. Also attending was Grand Lodge Representative J. W. Walsh.

President C. J. Chamberlain had planned to attend and only last minute negotiations in Washington, D.C. kept him away. However, he did send a letter that was included in a book of letters that was prepared from his many friends.

Chamberlain's letter stated it was with a deep sense of pride that he wrote the letter at the time of Leo's retirement. He noted the valuable assistance to our organization that Leo had contributed while serving at the Railroad Retirement Board and while attending many of our Brotherhood's conventions and said this will never be forgotten.

Calling attention to Brother Robinson's support and loyalty to our cause, Chamberlain noted how he had continued to maintain his membership in our Brotherhood throughout all these years. He said this was much appreciated and will never be forgotten.

Chamberlain also noted that all of the officers and members joined him in expressing sincere appreciation for the past services he had rendered our organization and the entire labor movement and wished Leo and Mrs. Robinson many years of happy retirement.

Leo was an active member of the Government employes union and was honored by this organization also.

Brother Leo R. Robinson, a member of Local 142, retired from his position of District Manager of the RRB Decatur Office on March 1. Brother Robinson was honored by his many friends at a retirement dinner.

Obituary

Charles (Ted) E. Duffy, retired member of Local 23, Chicago, Rock Island & Pacific Railroad, passed away November 27, 1972. He was 68.

Brother Duffy was a signal maintainer at Des Moines, Iowa when he retired April 30, 1969, after completing 27 years of service with the CRI&P.

For a period during his many years as a member of Local 23 he held the office of Chaplain.

The officers and members of Local 23 extend their deepest sympathy to the members of his family.

H. L. Bottoms

Anthony P. Weber, member of Local 94, Baltimore & Ohio Railroad Company, passed away March 8, 1973. He was 60.

Brother Weber started to work as a signal helper on the B&O March 20, 1937. At the time of his death he was a signal maintainer at East Norwood, Ohio having completed 36 years service.

He was serving as Vice Chairman-Western Region and Local Chairman, Ohio Division.

Also, he was a member and former Vice Commander of Philip R. Colebank Post 13, American Legion and a member of St. George Court 271, Catholic Order of Foresters.

The officers and members of Local 94 extend their deepest sympathy to his wife, Olga; one son, Anthony G.; and two brothers, Paul J. and Francis E. (Bill).

Ed.

L. D. Gust, retired member of Local 55, Norfolk & Western Railroad (former Wabash Railroad) passed away recently. He was in his 70's.

Brother Gust retired in 1955 after completing 40 years of service with the Wabash Railroad. At the time of his retirement he was employed as a signal maintainer at Montgomery, Mo. He was a Charter Member of Local 54 (CNJ).

The officers and members of Local 55 extend their deepest sympathy to the members of his family.

Ed.

Bruce G. Hardman, retired member of Local 30, Penn Central (former New York Central-Lines West), passed away February 19, 1973. He was 77.

When Brother Hardman retired January 3, 1961 he was leading signal maintainer at Delaware, Ohio, with 38 years of service.

A son, Robert E., preceded him in death in 1965 while in the Field Engineering of Signal Department, New York Central.

The officers and members of Local 30 extend their deepest sympathy to his wife and family.

Ed.

Lee G. Elmore, member of Local 156, Atchison, Topeka & Santa Fe Railroad, passed away March 22, 1973.

Brother Elmore was employed as relief signal maintainer. He also held the positions of signalman and signal foreman on the Los Angeles Division. He was 1st Vice Chief Signalman and former Chief Signalman of Local 156.

The officers and members of Local 156 extend their deepest sympathy to his wife, Betty J.; daughter, Mrs. Judy Haney; and sons, Jerry, Tom, and Bill who is employed in the Signal Department.

J. Savage

L. W. Strickland, member of Local 16 (former Locals 105 and 84), Seaboard Coast Line, passed away while performing signal work in response to an overtime call on February 21, 1973. He was 39.

Brother Strickland began work on the Seaboard Airline Railroad on July 7, 1951. He advanced to signalman August 25, 1961 and held various signal maintainer positions, the last being at Ocala, Florida.

He was a loyal member of the Brotherhood and was respected by all who knew him.

The officers and members of Local 16 extend their deepest sympathy to his wife, Jeannett; and four children.

Ed.

John M. Galleher, retired member of Wabash Valley Local 101, Erie Lackawanna Railway Company, passed away April 20, 1973. He was 82.

Brother Galleher was employed as a signalman at Huntington, Indiana at the time of his retirement in November of 1960. He retired having completed 50 years of signal service.

A member of the Trinity United Methodist Church, he belonged to the Erie Veterans Association and the Masonic Lodge and Shriners at Deposit, N.Y.

The officers and members of Local 101 extend their deepest sympathy to his wife and members of his family.

Paul L. Kennedy

E. M. Todd, retired member of Local 153, Southern Pacific Transportation Company, passed away recently. He was 79.

Brother Todd was employed as a signalman at Watsonville Junction, California when he retired August 31, 1958. He completed 43 years of service with the Southern Pacific.

The officers and members of Local 153 extend their deepest sympathy to the members of his family.

Ed.

George "Marty" Wyman, retired member of Local 54, The Central Railroad Company of New Jersey, passed away February 23, 1973. He was 58.

Brother Wyman was a relay inspector at E. Port Shops prior to retiring due to his disability. He served for many years as recording secretary of Local 54.

The officers and members of Local 54 extend their deepest sympathy to his family.

Frank Flynn

N. A. O'Donnell, retired member of Local 179, Southern Pacific Transportation Company, passed away September 7, 1972. He was 67.

Brother O'Donnell retired November 29, 1968 after completing over 27 years of service with the Southern Pacific. At the time of his retirement he was employed as an Assistant Foreman, Signal Shop, Sacramento, California.

The officers and members of Local 179 extend their deepest sympathy to his wife and family.

Ed.

Walter J. Clayburn, retired member of Local 32, Chicago and Western Indiana Railroad, passed away March 29, 1973. He was 70.

Brother Clayburn retired after completing 32 years of service with the C&WI. At the time of his retirement he was employed as a signal maintainer at 47 West Polk Street, Chicago, Ill.

Funeral Mass was held on March 31, 1973 at the St. Alexander Church of Villa Park, Illinois and burial was at the Queen of Heaven Cemetery.

The officers and members of Local 32 extend their deepest sympathy to his wife and family.

Edward Rickert

John P. Licker, retired member of Local 69, Penn Central (former Pennsylvania Railroad) passed away November 4, 1972. He was 77.

Brother Licker retired from the Pennsylvania Railroad after completing over 47 years of service on March 8, 1959. At the time of his retirement he was employed as a maintainer CRS, Beverly Junction, Chicago, Illinois.

The officers and members of Local 69 extend their deepest sympathy to the members of his family.

Ed.

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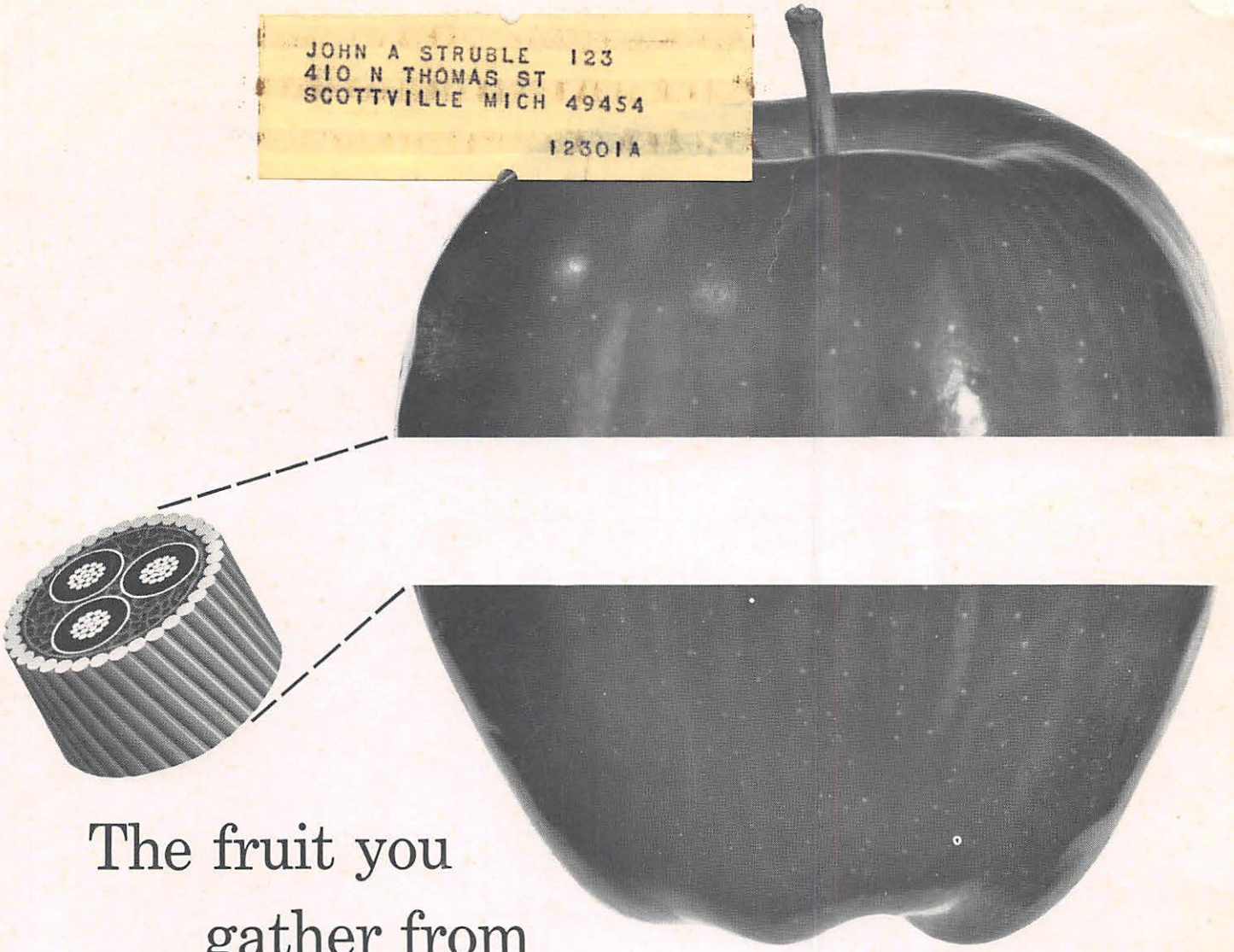

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